CYCLE NEWS®

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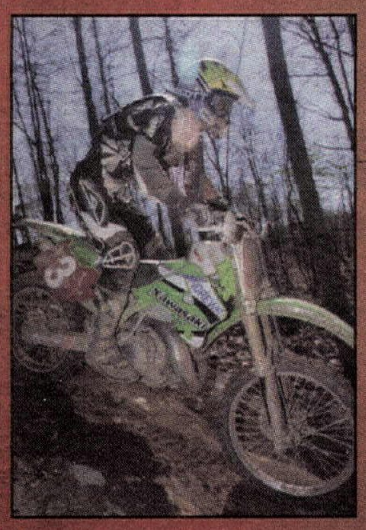
WORLD SUPERBIKE

Haga strikes twice

LORETTA LYNN'S GNCC/HARE SCRAMBLES

Andrews forges ahead



TIME DATED MATERIAL MAILED APRIL 14, 1998

TIME DATED WEEKLY NEWS

IN THE WIND

All 14 rounds of the **AMA/MBNA Superbike Series** will be **broadcast** over the course of the year on TNN, ESPN2, Speedvision or Fox Sports Net, according to the AMA. The Phoenix round of the series (held on February 15) will be broadcast on TNN on April 18 at 2 p.m. (Eastern). Speedvision will air the Laguna Seca round of the series live at 5 p.m. (Eastern) on April 19. Check your local listings.

Formula USA's programming on **Speedvision** kicks off on April 14 with what they call "Formula USA MCTV." The first show, featuring the series opener from Willow Springs Raceway, will be aired at 8 p.m. (Eastern) on the 14th, show repeating at 2 p.m. on April 18 and at 3 p.m. on April 21.

It now appears as though the Kyalami circuit in **South Africa** will play host to the **World Superbike Championship** round on July 5, replacing the canceled Brazilian round. The race will mark the first time that a World Superbike Series round will be held in Africa. The Kyalami circuit still has to be homologated by the FIM.

After 13 of 15 rounds, the **AMA Supercross Series** is on the brink of breaking last year's all-time series attendance mark of nearly 700,000. With 13 races averaging more than 52,000 attendees each, some 625,550 fans have attended the series thus far in 1998.

The **ARHMA Regional dirt track** scheduled for April 19 in **Temecula, California**, has been canceled due to heavy rains. San Diego Flat Track Association's volunteer efforts to drain the inundated race track with the use of water pumps were quashed by more bad weather on the weekend of April 4. The event has been rescheduled for April 26.

Beer Nuts brand snacks has stepped up its involvement in the AMA Grand National Championship Series for 1998 by sponsoring the Beer Nuts Hall of Fame Qualifier races. The top four riders from each of three Beer Nuts Qualifiers will advance to the September 5 running of the $50,000 Hall of Fame Race in Springfield, Illinois. Qualifier rounds are scheduled to take place at the Springfield Mile on May 24, the Peoria TT on August 2 and the Route 66 Half Mile in Joliet, Illinois, on August 8. Each of the races will be televised as part of the 1988 AMA Grand National TV package on ESPN2.

TV update: The **AMA/MBNA Superbike Series** round from Sears Point Raceway in Sonoma, California, on Sunday, May 3 will be shown live on **Speedvision** at 2 p.m. (Pacific), according to Speedvision. The Italian round of the **World Superbike Series** at Monza is scheduled for same-day airing on May 10 at 7 p.m. (Pacific).

Motocrosser **Michael Brandes** has joined Team Moto XXX/Pro Grip for the remainder of the 1998 AMA Supercross and AMA National Motocross Series. Brandes began the year as a member of the Stiffie Suzuki team but will now finish out the year riding Kawasakis in the 125cc class.

Paul Thede of **Race Tech** will give his basic suspension seminar, May 15-18, in Pomona, California, for a cost of $495. For more information, call 909/594-7755.

Former National Motocross Champion **Steve Lamson** will be on hand at the 1998 GFI California Winter Series North-South Showdown State Championship awards ceremony on April 26 at Perris Raceway in Perris, California. Lamson will award 10 riders with a Ride with Lamson Day award.

The spring round of the **Fire and Police Motocross Nationals** will be held April 20-21 at Glen Helen Raceway in San Bernardino, California, with the fall round scheduled for October 5-6 at Glen Helen. All classes will run, including Vintage, Four-Stroke, Adult Mini and Women.

A 125cc Grand Prix exhibition race will be held in conjunction with the AMA/MBNA Superbike National Championship round at Sears Point Raceway in Sonoma, California, May 1-3. The race will be called the **Sturdy Oil and Sunoco Fuels 125cc Grand Prix Exhibition race.**

Motorcycling legend **Malcolm Smith** was the victim of theft on April 7 as several items were stolen from Malcolm Smith Motorsports in Riverside, California. Among the items stolen were a one-of-a-kind Hobart trailer (VIN #4GHM71617WD101940); two 1997 Suzuki DRs (VIN #JS1SK42A7V2101090 and #JS1SK42A5V2101086) and a 1996 Honda XR600 (VIN #JH2PEC406TM101757). Smith is offering a $1000 reward for the return of all four, or $250 for each. For more information, call David Rees at 909/687-1300.

AHRMA has added a pair of dirt track races to the **AHRMA Southeast Regional** calendar. The races will take place at Checkered Flag Speedway in Danielsville, Georgia, on April 25 and May 9. For more information, call 770/867-1676.

According to a press release from **AXO Sport America**, March was the biggest sales month in the 14-year history of the company. They celebrated by giving all AXO employees a paid vacation day on April 3.

Part-time Moto Liberty mechanic and former AMA 250cc Grand Prix competitor **Danny Coe** recently won the 24th annual Marina del Rey Halibut Derby after catching a 31-pound fish. Coe won a five-day, all-expenses-paid fishing trip for two to Baja California, Mexico.

We recently printed a Wind item regarding the fact that **Goodyear** will continue to produce its Eagle DTII dirt track tire. According to A&A Racing Service of San Carlos, California - a distributor of the tire - Goodyear has been flooded with calls and all future calls should be directed to A&A at 415/654-1669.

For the second straight year, the **RM Cup Challenge** will be held at Cooperland Raceway in Stillwater, Oklahoma, September 12-13. Suzuki RM riders will battle for $100,700 in contingency money at the event.

The **California Off-Highway Motor Vehicle Recreation Division** will host an OHV exhibit at the Weberstown Shopping Mall in Stockton, California, April 19 from 11 a.m. to 7 p.m. The exhibit will feature four-wheel drive vehicles, ATVS, dune buggies, snowmobiles and off-road motorcycles.

Doohan: One race is not a championship

Four-time 500cc World Champion Mick Doohan has played down the importance of Max Biaggi's stunning debut victory at the Japanese Grand Prix on April 5. Biaggi, the four-time 250cc World Champion, turned the Grand Prix world upside down after blitzing the top 500 riders in Japan. After securing pole position by a wide margin and then running away with the opening race of the season, Biaggi became the first debut 500cc GP winner in 25 years. Facing the biggest challenge yet to his stranglehold on road racing's premier prize, Doohan's title defense got off to the worst possible start after qualifying an unlikely fourth before he ran off the track in the opening laps while holding down the seventh position. He later retired when his Repsol Honda NSR500 broke a crankshaft while he was 11th.

"He (Biaggi) rode extremely well," the 32-year-old Doohan said. "You can't take anything away from the guy. He put in a few good laps in qualifying. Perhaps he wasn't as consistent as he should've been throughout (qualifying), but he put it on pole by a fair margin, so it would've been quite a frightening lap, I'm sure, being on the bike, and he did the business in the race."

In qualifying, Biaggi was quickest through two of three lap sectors, with Doohan the fastest on the other. Like Biaggi's Erv Kanemoto Marlboro Honda team, the Doohan camp elected to jet the Honda NSR500 on the rich side to counter any reliability problems in the race, mainly caused by overheating due to the new compulsory unleaded-fuel regulations. This necessitated a heavier fuel load, which the Australian said affected the handling of the bike, contributing to his early off at turn one. Conversely, Biaggi was able to deal with the problem, which Doohan was ready to concede, but reserved his judgment about the Italian's title hopes.

"The guy's won four championships on the 250," Doohan said. "And if you relate that back to, say, a (John) Kocinski or a Luca Cadalora, both previous World Champions, he didn't look any different to those guys when they had everything working perfectly on the race track - very smooth, very fast. But when things start to get a little bit loose - and this is what we've got to wait and see - the guy might be brilliant and overcome all these things. But to me, he looked exactly like Kocinski when he's on winning form, and exactly the same as Luca Cadalora when he's on winning form. Everything just looks so easy, like it's on rails. But as soon as it starts to look a bit messy, and Suzuka is very much a 250-style circuit..."

Before Doohan continued, he interrupted himself to spell out that his comments were not sour grapes.

"I'm not trying to (denigrate) what he did on the weekend, because he did a fabulous race, and he was consistently fast throughout the race and the guy knows how to ride a motorcycle. I think he deserved to win the race - I messed up, he didn't. But as far as the whole season goes, I'll have to see more of what he can do on the motorcycle."

Asked if Biaggi had now become a stumbling block to a fifth straight title, Doohan shrugged off the suggestion.

"It doesn't bother me," he said. "I don't even look at it like that because I compete against myself, not with anybody else. If I can't do the job properly, there's nothing I can do to stop the other guy doing the job, so I've got to prepare myself as best as I can and try and run as quick as I can. That's the only way you can go about it."

Long touted by Kevin Schwantz as the next 500cc superstar, Biaggi's dominance of the 250cc class has obviously made a similar impact on Doohan.

"I always thought Max was going to be a threat, because in the past, Kocinski was 250 World Champion, and was fast on a 500 and won a GP in his first year. Luca Cadalora, a double 250 World Champion, and 125 World Champion, won a GP in his first season (actually two) and also finished high up in the championship, so Max is no different than those guys. You'd have to be quite silly to throw him out of the equation."

While the unleaded-fuel regulations have become a thorn in Doohan's side from the very first test, when he said the bike felt like "a Mack truck," he claims it may have helped Biaggi's transition from a 110-hp 250 to a 190-hp 500.

"The motorcycle this year might be a little bit better for him, because it's more docile on the power where it hasn't really got the bite it used to have," Doohan explained. "But it's still a 500 and needs to be ridden differently than a 250."

By dropping the opening race, Doohan will be in fine company if he can win the title from a first-race DNF; the last person to do so was Wayne Rainey, in 1992.

"I'm not really concerned what Max Biaggi does, I'm more concerned with what Mick Doohan does," Doohan explained. "One race doesn't win you a championship, but one race could lose you a championship. You've got to keep your head down and focused on each race and see where you end up."

Darryl Flack

Vintage Iron is putting together the Vintage Iron World Championships, to be held in conjunction with the White Brothers Vet World Championships, October 31-November 1 at Glen Helen Raceway in San Bernardino, California. The vintage races will be held on a second circuit at Glen Helen while the Vet races will run simultaneously on the National MX track. For more information, call 209/252-9053.

Upcoming schools: The next two sessions of Keith Code's **California Superbike School** will be held at Willow Springs Raceway in Rosamond, California, on April 27 with a second school scheduled for the new Streets of Willow Springs on May 10. Code will hold a session at Laguna Seca Raceway in Monterey, California, on May 12.

Just a reminder that round five of the **AMA/NATC National Observed Trials Series** and the **El Trial de Espana** will be held April 18-19 at Reed Valley, near Temecula, California. The National is scheduled for Saturday and the El Trial de Espana Sunday. The El Trial de Espana is a fund-raiser event for the American team to compete in the Trails des Nations in Italy later this year. For additional information, call 714/562-7742.

After two dominating wins in the British round of the World Superbike Championship at Donington Park on Monday, April 13, **Noriyuki Haga** is leading the championship point standings by 21 points over **Troy Corser**. Haga's performance at Donington Park comes only one week after the Japanese rider finished third in the 500cc Grand Prix opener in Suzuka, Japan. So not only does the 22-year-old Haga lead the World Superbike Championship, but he's also third in the 500cc World Championship. Haga finished eighth in last year's World Superbike Championship, competing in only eight races and winning once. He also managed to win the All-Japan Superbike Championship last year. For the full report on Monday's World Superbike race at Donington Park, see page6.

Four tracks in three states will anchor the AMA's 1998 speedway season, ending with the **AMA National Speedway Championship** at the Gold County Fairgrounds in Auburn, California, on September 25. A field of 16 riders from AMA tracks in California, Oregon and New York, and European-based international stars and wild-card entries will tackle the Auburn oval in a sudden-death format to crown a Speedway National Champion. Another special event for U.S. Speedway fans will be the North American Qualifier, scheduled for June 5 at Auburn.

The **AMA National Reliability Enduro Series**, which serves as the qualifying series for the U.S. team to the ISDE, is set to begin on May 16 in New Waverly, Texas. The series will feature regional competition culminating in a series-ending championship finale set for June 20-21 in Hurricane Mills, Tennessee. That event is a single-event championship that will crown National Champions in five classes of competition.

White Brothers will be an associate sponsor of the 13th annual **Huntington Beach Concours D'Elegance** car and motorcycle show on June 14. The primary function of the concours is to raise money for the Huntington Beach, California, Central Library's Children's Resource Center for gifted and physically challenged children in Huntington Beach and the surrounding Orange County area.

OPENED: The Trail Riders of Houston's home page on the World Wide Web. The site can be found at the following address: http://www.trh-cycle.org.

AUTOGRAPH SIGNING: At Arlington Suzuki in Arlington, Texas, on April 24 from 6 to 7 p.m. Members of Team Suzuki Motocross are scheduled to appear. For more information, call 817/261-0706.

AUTOGRAPH SIGNING: At Cycle Town South in Lancaster, Texas, on April 24 from 6 to 8 p.m. Team KTM/Husaberg's Guy Cooper and the KTM Junior Supercross riders are scheduled to appear. For more information, call 972/230-1870.

AUTOGRAPH SIGNING: At Nevada Suzuki in Las Vegas, Nevada, on May 1 from 6 to 7 p.m. Members of Team Suzuki Motocross are scheduled to appear. For more information, call 702/457-0343.

OPENED: VJB Racing's home page on the World Wide Web. The site can be found at the following address: http://www.vjbracing.com.

DELAYED: The opening of Ross Downs 2, a race track near Fort Worth, Texas, until April 26.

OPENED: MX Shootout's home page on the World Wide Web. The site can be found at the following address: http://www.mxshootout.com. MX Shootout is a motocross fantasy league.

MOVED: The SSC MX Racing Castaic Spring National race, scheduled for April 26 at Sunrise Cycle Park, to Hungry Valley SVRA in Gorman, California. For more information, call 805/294-0020.

FORMED: Orient Express Powersports, an entity focusing on marketing and distribution of high-performance motorcycle engine and chassis components, by Jack O'Malley of Orient Express Racing.

AUTOGRAPH SIGNING: At Yamaha Suzuki of Phoenix in Phoenix, Arizona, on April 17 from 6 to 8 p.m. White Brothers' Doug Dubach and Spud Walters and Team YSA's Shaun Kalos and Troy Kalina are scheduled to appear. For more information, call 602/992-8620.

BORN: A baby girl, Sydney Gallagher, to EBC Brakes technical and race representative Garry Gallagher and his wife, Teresa, on Wednesday, March 4 in Kirkland, Washington.

RESCHEDULED: The fifth and final round of the GFI Northern Winter Series, to April 19 at the Hollister GP track in Hollister, California. The North/South Showdown will be held at Perris Raceway in Perris, California, on April 26.

OPENED: LA Sleeve Company's home page on the World Wide Web. The site can be found at the following address: http://www.lasleeveco.com.

AUTOGRAPH SIGNING: At Kawasaki of Riverside in Riverside, California, on May 9 from 4 to 5 p.m. Team Kawasaki's Jeff Emig, Ryan Huffman and Ryan Hughes and Team SplitFire/Pro Circuit's Ricky Carmichael, Casey Johnson, Nick Wey and Nathan Ramsey are scheduled to appear. For more information, call 909/683-2239.

ESPN2 does GNCTV

AMA Pro Racing has officially announced that selected rounds of the 1998 AMA Grand National Championship Series will be televised on the ESPN2 sports television channel. The coverage, which focuses on the traditional high points of the Grand National season, has been made possible by the Harley-Davidson Screamin' Eagle line of performance accessories.

The schedule is set to kick off with the airing of the Memorial Day running of the Springfield Mile on June 8, with repeat dates of the Grand National, Harley-Davidson Sportster Performance Series, and Beer Nuts Hall of Fame Qualifier races to follow. Besides the schedule listed below, other televised Grand National events will be announced as they are scheduled by ESPN2. Future races will include the Route 66 Half Mile at Joliet, Illinois; the Hall of Fame race and Grand National mile at Springfield, Illinois, on Labor Day weekend; and the season finale Del Mar Mile. As always, viewers should check their local listings for dates and times.

Event Date	Location/Race	Air Date
May 24	Springfield, IL/Grand National Mile	June 8, 6:30 p.m.
May 24	Springfield, IL/Grand National Mile	June 11, 5:30 a.m.
May 24	Springfield, IL/H-D Sportster Performance; Beer Nuts Hall of Fame Qualifier	June 15, 6:30 a.m.
May 24	Springfield, IL/H-D Sportster Performance; Beer Nuts Hall of Fame Qualifier	June 16, 4:00 a.m.
Aug. 2	Peoria, IL/Grand National TT	Aug. 10, 6:30 p.m.

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VOICES
LETTERS TO THE EDITOR

Eddie likes it

After just completing the San Felipe 250 desert race, I have to tell you - it's never too late to have new kinds of fun. The team of Scott Dunlavey, Chris Sena and myself rode a magnificently prepared Honda 628 to fourth overall and first in the Plus 30 Class.

I'd like to thank Scott for putting it all together and letting me be a part of the team. Also a quick thanks to Sean at Shoei helmets, Bruce at American Honda, Chris at Motion Pro, Jim at O'Neal USA, Berkeley Yamaha-Honda and Alpinestar.

Eddie Mulder
Agua Dulce, CA

More on Mr. Magoo

Thank you for the story on Danny Chandler ("Forging On," Issue #13, April 8). I've been curious as to his whereabouts for some time. I was there in Hangtown in 1976 as he tossed that KTM around the track like a toy. I'd never seen a bike ridden like that and from that point on, my family and I followed his career from the kid who always crashed to the motocross superstar.

I was fortunate enough to meet and talk with Danny at the Mammoth race in '77 or '78 when he was riding for the Dirt Factory. He was just a guy who loved to race - like me (only much faster) - and that is how he presented himself.

Motocross could use more men like him to promote the sport. He was unspoiled and unpretentious, and some of the big stars today could learn a little from his attitude.

As usual, *Cycle News* has done a great job on a real story.

Mark McGowan
Bakersfield, CA

Again...

Many thanks from me and all my riding buddies for the excellent Danny Chandler Time Remembered story by Eric Johnson.

When Eric's story says "mention the name Magoo to any true moto enthusiast and a smile will likely appear on their face," he really hit it on the head. "Big air, no fear, hang it out, riding the edge, 110 percent, crowd favorite." If these phrases didn't evolve from Magoo's on-track exploits, they certainly could have. Danny Chandler epitomizes what has made motocross the great sport that it is.

A Trophy des Nations, Motocross des Nations and Carlsbad U.S. GP champion, Danny is now a champion off the track as well. Danny "Magoo" Chandler - motocross legend. Thanks for the memories.

Bruce Backstrom
Buena Park, CA

And again...

Thank you for the article on Danny "Magoo" Chandler. I first saw Danny race at Argyl Park in Dixon, California, in 1973 on an 80cc Indian. I was riding in the 60cc Novice class at the time. Even back then, we were watching him.

As time moved on, I was cultivating a promising career in the minis as an Expert racing a tricked-out Honda XR75. By then, Magoo was already winning the Expert Sportsman class (using milk crates at the starting gate because he couldn't even touch the ground) on his CZ 250. As it turns out, we lived around the corner from Danny's mechanic and longtime friend, Bill DaPrato. We would all watch Magoo test the bikes from Maico and he would actually clear levees large enough to hold a good-sized river.

We loved to watch Magoo ride. Guys like Danny Chandler are one reason why we all love this sport. I'm sure many other Northern California riders of that era still relish memories of Magoo. Thanks to *Cycle News* for remembering, too.

Phil Bakarich
Danville, CA

Not a cheater

I think that Team HyperCycle was treated totally unfairly concerning the Daytona incident. I do not believe that Carry Andrew is cheating by any means or matter. I do think that he is a very sharp guy with a small team that is kicking the big boys' butts and a lot of people aren't happy about it.

I think this will be a big setback to AMA racing if they are disqualified.

Gregory Estelle
Talladega, AL

Team HyperCycle's Jason Pridmore and Nicky Hayden were disqualified for illegal engine modifications after finishing first and second in the 750cc Supersport race at Daytona. The team has appealed the disqualification... Editor.

Barstow to Vegas

Recently, while flying home from Las Vegas at about 20,000 feet, I was enjoying the view of the Mojave Desert on a crystal-clear day. From that altitude, one can see a very, very long way - especially if the people on the other side of the plane are sleeping and one can see out of their window as well. I was reminded how ludicrous it is to assume that a motorcycle trail from Barstow to Vegas would prompt the demise of the desert tortoise, and impose irrevocable damage to the flora and fauna of such a vast area.

In fact, I would challenge anyone to pick out the last route of B-to-V. Having ridden all but two of the modern-era (1983-89) races, I could find no trace of the courses. And yet the BLM will not allow us to use the special corridor included in the Desert Protection Act to have our once-a-year race. I believe the Desert Vipers and D-37 are working to correct this. Why not contact them and lend a hand? After all, it is your land.

Dale E. Covington
Crescenta, CA

Those wishing to support the Desert Vipers Legal Defense Fund can do so by writing to the Desert Vipers M/C at P.O. Box 815, Westminster, CA 92685... Editor.

Ban baggies

I have been riding dirt bikes for over 30 years. Like most of us, I have had to continually try to overcome the dirt-bag stereotype associated with our sport.

The recent trend to dress and, in some cases, act like a member of a street gang is just another brick in the wall.

Skip Bradley
Breckenridge, CO

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ON THE FRONT COVER

Noriyuki Haga won both legs of the British round of the World Superbike Series at Donington Park. Photo by Gold & Goose. Inset: Fred Andrews won the combination GNCC/Hare Scrambles at Loretta Lynn's.

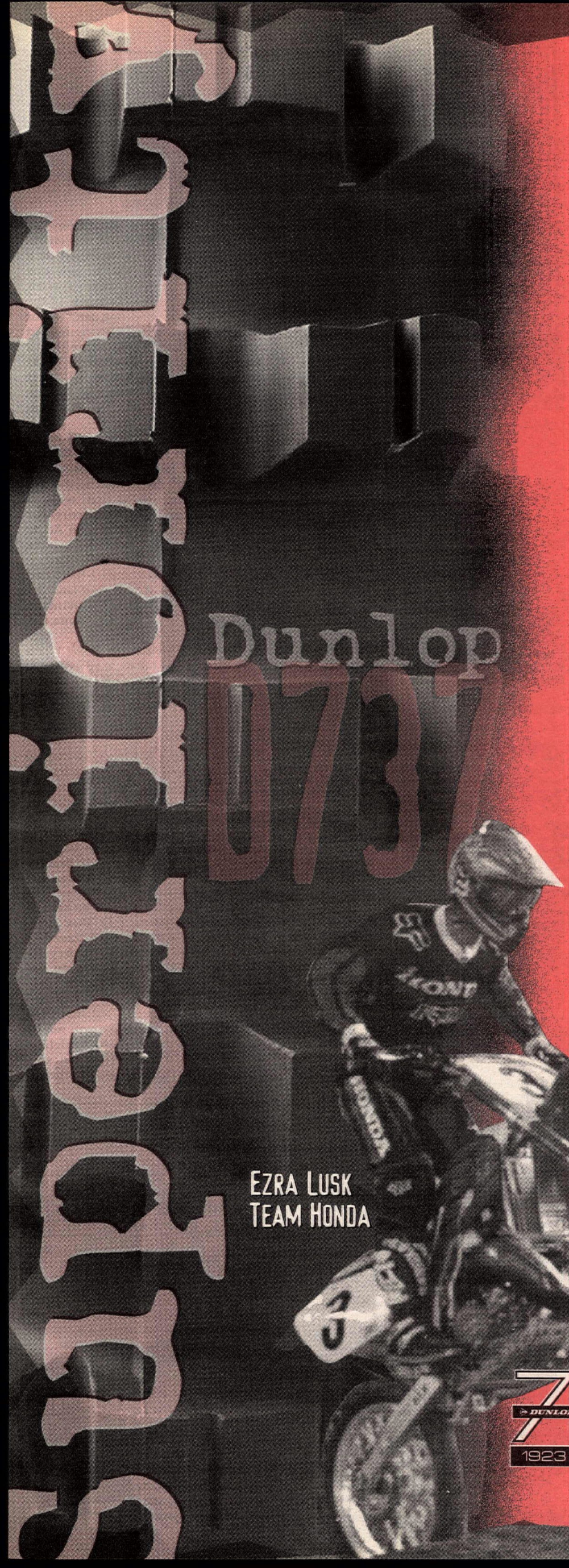
IRONMAN EZRA

You don't *have* to be stubborn.

But if you ask Ezra Lusk, it helps.

After getting taken out in Seattle, wrecking his wrist at Indy and wrestling a haybale in San Diego, he demolished 'em in Detroit ... staying focused to win.

If Lusk doesn't seem to know the meaning of the word "quit," it's probably because he knows the "Dunlop" on his tires means *"Superiority."*



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Haga unstoppable

Troy Corser (11) was the only man capable of consistently running with Noriyuki Haga (41) at Donington Park, but Haga still won both races.

By Johan Vandekerckhove
Photos by Gold & Goose

DONINGTON, ENGLAND, APR. 13

Who is going to stop Noriyuki Haga?

After just two rounds and four races of the 1998 World Superbike Championship, that seems to be the burning question. Despite the best efforts of former World Superbike Champion Troy Corser, Haga managed to win both times out on a cold Easter Monday in England. In winning their third straight race, Haga and Yamaha now lead the championship point standings by 21 points. It's still early, but it's a combination that is beginning to look unbeatable.

Corser and the factory Ducati came the closest to Haga and his YZF750. The Australian ended up four seconds behind in the first of the two 25-lap races, and he was a bit closer when the second leg finally ended - after being stopped and restarted after 10 laps because of oil on the race track. The two second-place finishes vaulted Corser past fellow Ducati rider Carl Fogarty and into second in the championship, but he trails Haga by 21 points. Corser's 70 points, however, puts him four ahead of Fogarty.

Fogarty bounced back to finish third in the second leg after ending the first race in a lowly seventh place, managing to do a little damage control to his championship aspirations. So far, Fogarty is the only rider who has been able to beat Haga in a World Superbike race in 1998.

Italian Pier-Francesco Chili had his best outing of the young season, finishing third behind Haga and Corser in the first race and fifth in the second. Castrol Honda's Aaron Slight, meanwhile, was consistent throughout, finishing fourth in both races on his factory RC45.

Slight's American teammate, Colin Edwards II, continued to make progress with the Castrol Honda RC45, ending the day with sixth- and seventh-place finishes - bettering the pair of sevenths he earned in his debut in Australia.

The other American in the field, Georgian Scott Russell, didn't fare well. The factory Yamaha rider and former two-time World Superbike Champion ended up 13th and 11th in the two races after fighting circulation problems in his hands in the first race. And things only got worse. In the second race, Russell was penalized for jumping the start. After four races, Russell lies ninth in the championship.

RACE ONE

Gregorio Lavilla surprised everyone by putting his Ducati on the front row during qualifying, but his dreams of doing well in the race were shattered early. At the end of the sighting lap, Lavilla's radiator cap came loose and he started his warmup lap in a cloud of steam. The Spaniard started the race from pit lane and was forced out after only one lap with engine problems.

By then it was Corser leading the way, with Haga and Chili in tow. Fogarty ended the first lap in 10th place after a botched start.

From that point on, Corser and Haga were in a class by themselves, easily pulling away from the opening laps on. Corser held the lead for five laps before being displaced by Haga. Those two would stay together for the majority, with Corser at times looking like a threat to the Japanese star.

Behind them things were getting interesting. Chili was struggling to hold off Slight, though the Kiwi would eventually drop off to an eventual fourth-place finish. Akira Yanagawa and his factory Kawasaki hung on to finish fifth, managing to keep the battling duo of Edwards and Fogarty behind him.

Edwards ended up getting the better of the former World Champion at around the halfway mark to capture sixth place - his best of the year.

"I got pushed out wide in the first corner and before I knew where I was, I hit the curb and lost five places," Edwards said later. "I then lost a couple more places on the run up to Coppice, and was something like 12th or 13th at the end of the lap. It was my own fault - I screwed up. Later, I had the same rear-tire trouble as Aaron (Slight) and every lap under Starkeys I was drifting wide."

Behind Fogarty came a thrilling battle between the two factory Suzukis of Jamie Whitham and Peter Goddard. With eighth place at stake, the pair were followed at a safe distance by Steve Hislop, Chris Walker and Russell, who continued to lose ground as the race wore on.

"I couldn't feel my hands, so I couldn't feel the brake," Russell explained later. "My fingers were numb almost from the start. I think I had a circulation problem from my leathers being too tight. I didn't pick the right rear tire, but the front was good. We're still learning the best way to get everything hooked up, so we're not at the best we can be."

In the closing stages, things heated up, with Chili getting in front of Slight again with a spectacular move, Whitham getting the best of his Suzuki teammate Goddard, and Russell dropping back to 13th after being passed by Kawasaki's Neil Hodgson.

Up front, Haga was again the man of the day, scoring his second World Superbike win of the season in his European debut. The 23-year-old had come from his starting position on row three, and explained that he had extra incentive to go as fast as possible.

"I needed to go to the toilet just before the race - maybe that helped," Haga joked. "As soon as I got past Troy (Corser), I knew that he would not let me go and that I would have my work cut out for me. On the other hand, I felt more comfortable on the circuit after my two crashes, and I was no longer afraid of some of the corners. That allowed me to stay ahead."

Naturally, Corser was a bit disappointed with second place.

"I'd been concentrating on getting a good start, and that's exactly what happened," Corser said. "On the second lap, I turned around and I noticed that Noriyuki was following. When he got past, I didn't worry too much because I wasn't pushing at 100 percent. But after a few laps, the rear of the bike started to vibrate - probably due to tire wear. Still, that didn't stop me from thinking that I could win the race. I knew I was quicker in a few places. But the tire got worse as the race wore on, so I had to settle for second.

Chili filled the final rostrom spot with his third-place finish. "The bike is not perfect yet, but we are slowly getting there," the Italian said. "I never thought I was going to get past Aaron (Slight) on the last lap because he is a very hard braker. But on one of the last straights, I was close enough to him to have a go. I got next to him and succeeded in staying up front. And that was it."

Slight thought he could have done better, blaming his rear tire.

"I thought I could have caught Haga and Corser once I was through to third, but then the rear tire started chattering and sliding," Slight said. "On the last lap, Chili got a better drive than me out of Coppice, pulled alongside me and I couldn't tip into the esses."

Ninth place went to Goddard: "I should have gone for the soft compound," Goddard said. "Right up to the last minute I was thinking about switching, but in the end I chose the hard compound and it was a mistake."

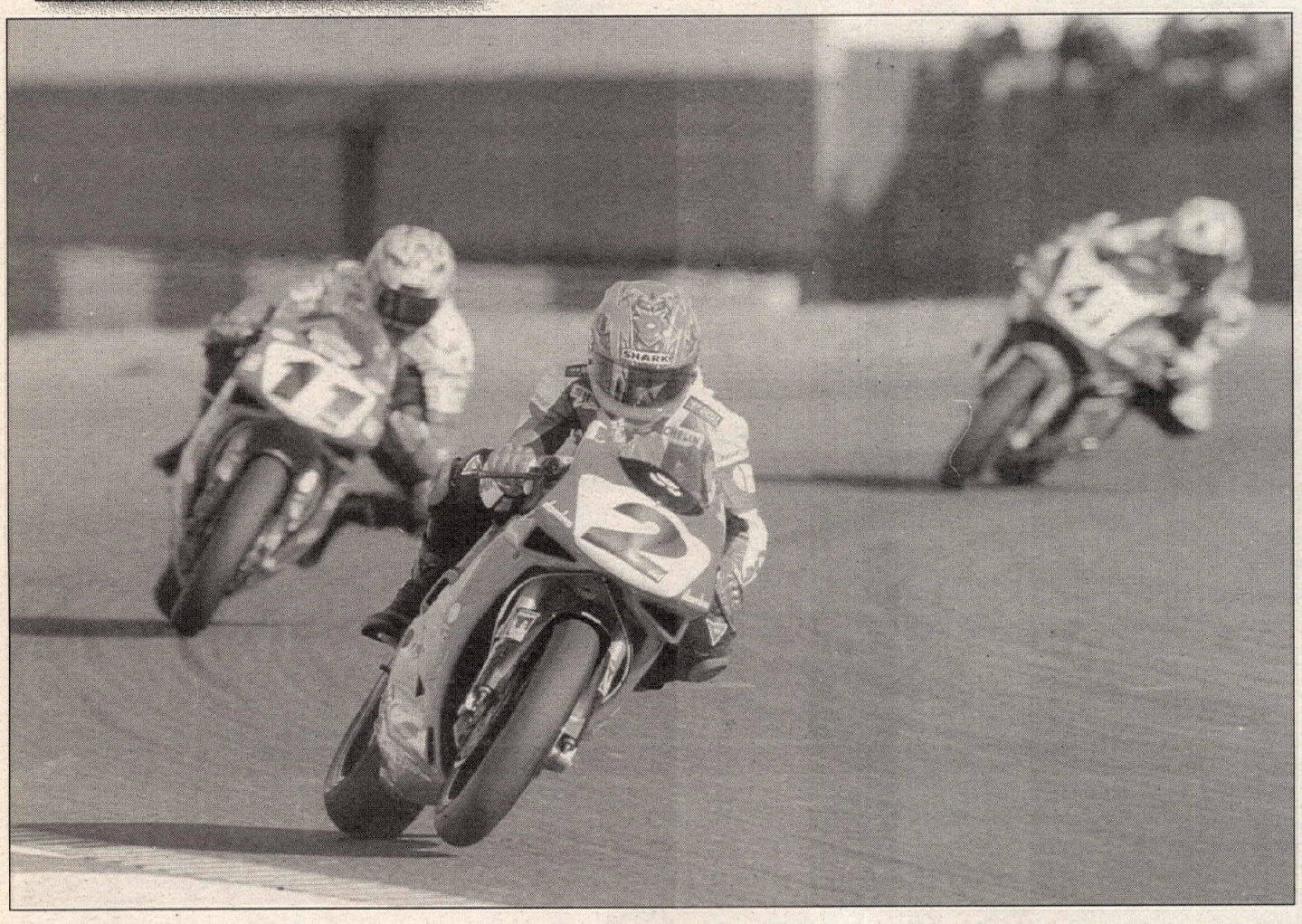
RACE TWO

After the disappointment of the first race, Fogarty fans were in further despair when their idol came back from the sighting lap covered in fuel. The tank cap hadn't sealed properly but the Ducati crew was able to get it fixed on the starting grid, allowing the Brit to get a clean start.

Again, Corser jumped out front, leading Chili, Haga and Lavilla, who

(Above) Yamaha's Noriyuki Haga won both races at Donington and now leads the World Superbike Championship by 21 points. Not a bad Easter Monday for the Japanese phenom.
(Below) The second leg in England gets under way with Haga (41) leading Corser (11), Carl Fogarty (2), Scott Russell (44), Aaron Slight (111) and the rest of the field.

Round 2: Donington Park



had this time joined the rest right from the start. The Spaniard was desperate to stay with the leading group and it was apparent that he was on the edge as he tried to keep Fogarty behind him in the chicane. At almost the same time, Yanagawa and Aussie Troy Bayliss touched, with Yanagawa losing three spots.

On the sixth lap, Haga powered past Corser on the straight leading to the chicane to take over the lead. Behind them, Slight got by Chili to take over third, with Goddard, Yanagawa and Fogarty fighting over fifth place.

On lap 11, however, things went wrong in the chicane when Chris Walker's engine blew up on his Kawasaki, dropping oil on the track that caused two riders to crash. Red flags were quickly brought out and the race was stopped.

Some 30 minutes later, 26 riders rolled to the starting grid for a shortened second race. With the track temperature increasing and with only 15 laps to go, the majority of the bikes were fitted with soft-compound tires for the second portion of the race. The riders were eager and it showed - right away.

On the first lap, Haga and Corser changed positions four times while battling for the lead, with Corser leading the way on the second lap - only to be overtaken again on the straight leading to the chicane.

Five laps into the final race of the day, Haga was leading Corser, Fogarty, Slight, Niall Mackenzie, Edwards, Russell, Whitham, Chili and Hodgson. For Russell and Hodgson, a signal from pit lane capped off their miserable weekends: They were both nailed for jumping the start and would have to come in for a stop-and-go penalty.

"We're getting there," Russell said after finishing 11th. "I had a few problems with some guys who were going really late into the corners and then stopping. That meant I couldn't get past them easily after I'd stopped, so my finish wasn't as good as it could have been. This race has been like a test for me and it's ended up being good. I can smell the good results coming for me and I want to go to Monza - that's home for us."

Seven laps from the end, Fogarty closed in on Corser, eager to finish at least one second ahead of Slight in order to take third on aggregate times. Shortly thereafter, Haga made his first mistake of the season: He overshot the chicane and dropped back to fourth behind Corser, Fogarty and Slight.

A few minutes later, Fogarty was leading after a pass on Corser in the chicane. Haga, though, was back in the groove and had passed Slight while moving in on Corser. The last five laps were thrilling, with Fogarty, Cosrser and Slight only a few bike lengths apart.

Haga, however, again showed the most spectacular of racing lines and slides. The Japanese rider soon worked around Corser, and on the second-to-last lap it even looked as though he could beat Fogarty for the outright win. On the final go-around, though, Haga realized that all he had to do was beat Corser to earn the victory - so at the finish it was Fogarty, Haga and Corser. On aggregate times, it was Haga taking the win over Corser and Fogarty.

"My earplug fell out and I lost concentration and missed my braking spot," Haga said of his mistake at the chicane. "I knew all I had to do was finish in front of Troy (Corser), so I pushed hard. Once I got past him I went after Fogarty, but I didn't have time to catch him. I knew I had won the race but I still wanted to get to the flag first. I used the same type of tire for the second part of the race and it worked well for me. The bike was also the best it has been all weekend. My riding style means I am faster than the other riders after the first corner for the first half of the track, and the bike works really well there. The cold weather also meant it had good power."

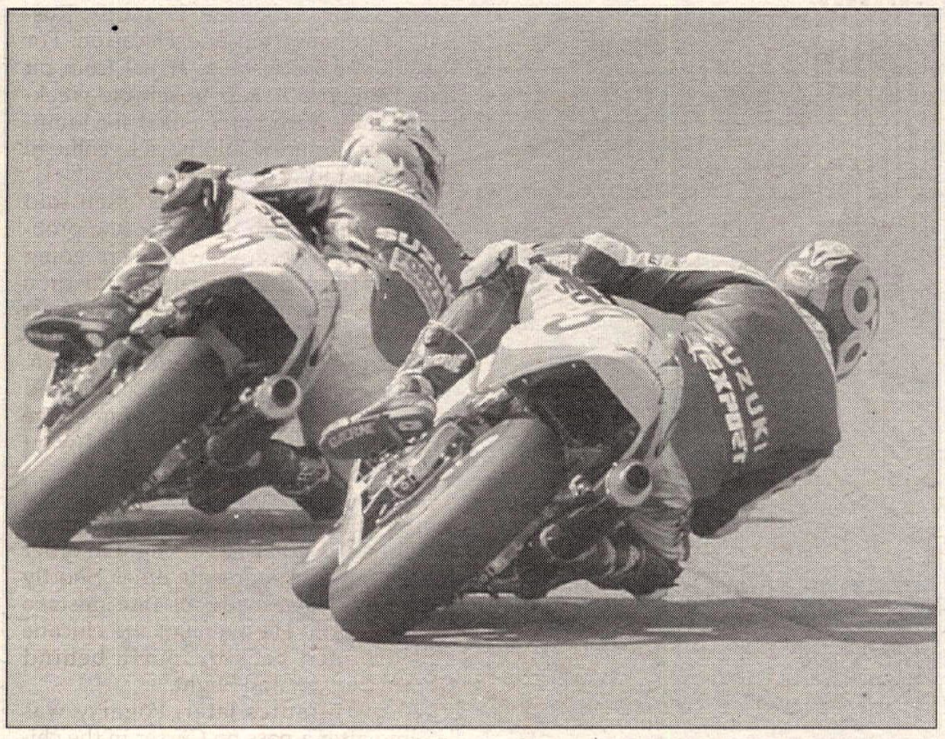
Corser battled a vibration to finish second - for a second time on the day.

"After seven laps, I started to lose grip," he said. "I was lucky to stay upright and have the race red-flagged a bit later. The problem is, if you lose grip on this track, you lose momentum, and that costs you a lot of ground in the successive fast sweepers. The second half of the race was a real thriller, and only after Haga made his mistake did I hope to win the race."

Fogarty was happy to finish his home race on a positive note. The Brit opted for a smaller front disc brake in the second race, which allowed him to flick the bike easier through the fast sweepers.

"We have had so many problems during practice," Fogarty said. "At one time, I had the impression we were running around in circles. Yesterday, we finally had it all together and I managed to put down a really good Superpole time - but then that was canceled. It was only during the second race that I built up enough confidence to flick the bike in the corners aggressively enough. I

(Above) Carl Fogarty (2) was able to hold off Haga (41) and Corser (11) in the restarted second leg, but he didn't beat them when times from both races were combined.
(Below) Pier-Francesco Chili (7) finshed third and fifth in the two races.



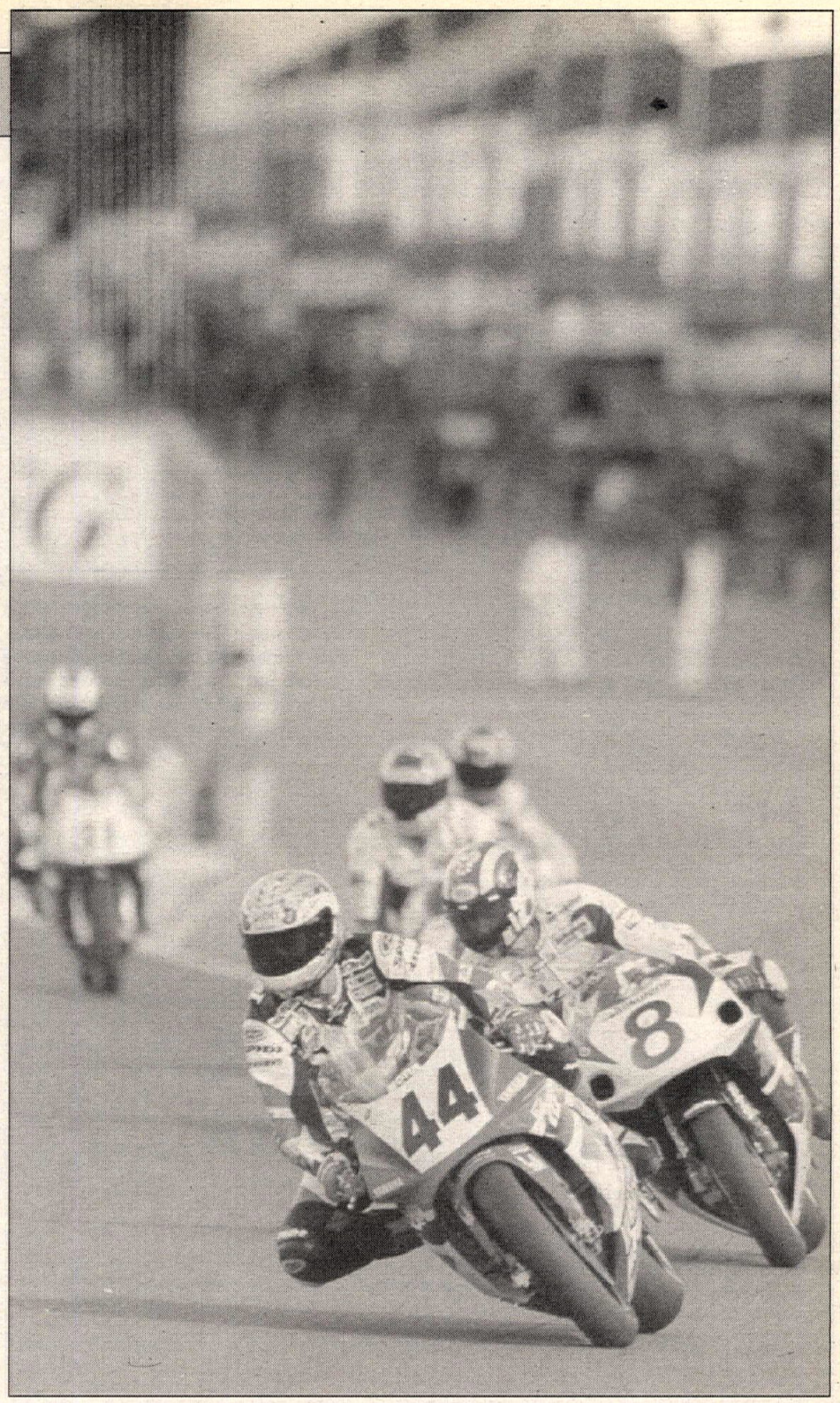
was getting quicker and quicker, but problems with tires and brakes stopped me from really getting up front within the first half of the second race. In the final part, it finally worked out all right. I am glad to have won for the fans, so they can go back home with a smile on their faces after a long and cold day."

Slight felt he could have done better than fourth: "I had third place in the bag, but the bike slowed for the last four laps," he said. "The rear tire let me down again, but overall, things just didn't go my way in either of today's races. I was lucky to finish, so I should take what points I can."

His teammate Edwards ended up seventh.

"With the race being split in two like that, it gave us an option to use a softer-compound tire," Edwards said. "We may have made a mistake, as I felt a vibration for most of the race - I assume it was the tire. I'm not happy at all with my results and I need to get down to business in Monza and win." CN

(Above) Suzuki teammates Peter Goddard and Jamie Whitham battle in the first race.
(Right) Scott Russell (44) had a miserable day, finishing 13th and 11th in the two races.



Donington Park
Donington, England
Results: April 13, 1998 (Round 2 of 14)

QUALIFYING: 1. Troy Corser (1:33.707); 2. Akira Yanagawa (1:34.364); 3. Aaron Slight (1:34.451); 4. Gregorio Lavilla (1:34.506); 5. Colin Edwards II (1:34.553); 6. Pier-Francesco Chili (1:34.647); 7. Niall Mackenzie (1:34.725); 8. Peter Goddard (1:34.752); 9. Noriyuki Haga (1:34.756); 10. Steve Hislop (1:34.757); 11. Chris Walker (1:34.817); 12. James Whitham (1:34.870); 13. James Haydon (1:35.052); 14. Carl Fogarty (1:35.091); 15. Sean Emmett (1:35.172); 16. Neil Hodgson (1:35.308); 17. Scott Russell (1:35.491); 18. Michael Rutter (1:35.831); 19. Piergiorgio Bontempi (1:36.067); 20. Troy Bayliss (1:36.082); 21. Terry Rymer (1:36.190); 22. Lucio Pedercini (1:36.230); 23. Alessandro Gramigni (1:36.852);

Corser, the old-fashioned way

That former World Superbike Champion Troy Corser ended up with pole position at Donington Park was no big surprise - Corser is one of the best in the world here, proved by his hot lap in 1996, the one that took him under Kevin Schwantz's GP lap record at the circuit. The surprise was how he ended up staying there: snow.

Four riders into the Superpole session, when Noriyuki Haga took to the track for his warmup lap and run for the pole, snow began to fall at the technical English circuit and it suddenly became very unclear as to what would happen next.

According to race official Claude Danis, the Superpole starters would be split into two equal groups if the weather conditions changed during Superpole, with one group fighting over first through eighth on the grid, and the second group for places eighth through 16th. Not long after, though, Superpole was canceled altogether and it was decided that the grid would be based on times from the previous qualifying sessions, just like in the good old days.

That was good news for most of the riders - especially the eight fastest qualifiers, who hadn't even had to go out in the wet.

For Carl Fogarty it was a disaster. After the Brit had struggled all through regular qualifying only to set the 14th-fastest time, Fogarty, third out for Superpole, had managed to crank off a time good enough for the front row at that point. But he was destined to start near the back of the grid, along with the even-less-lucky Scott Russell, who would take to the track for race one in 17th.

"I'm glad I don't have to go out there in the cold," Russell joked. "On the other hand, I need some more quality time to get the bike going how I like it. The last session was the first time this weekend we've got some good stuff together. And during the free practice session before the Superpole, we found some other things that might come in handy."

At the front of the field, Corser, for obvious reasons, was quite happy not to have to get his feet wet on Sunday for the Superpole session.

"I am still convinced that the Superpole format needs a bit of a change," Corser said. "We're glad to do it for television and the fans, but the traditional qualifying session is a much fairer way of establishing the grid positions. I'm not glad that the Superpole session was canceled, but it shows that this is a risky formula. Apart from that, the Ducati and the Michelins seem to work really well here. For tomorrow, I hope to make a repeat of the second race in 1996, running away from the very start and keeping a comfortable lead until the finish."

Akira Yanagawa qualified second.

"I think all the riders will be happy that they didn't have to risk a fast lap in these conditions - and I'm no exception," Yanagawa said. "The times are very close, so it is important for me to get a good start."

Castrol Honda's Aaron Slight was third fastest.

"That was the easiest Superpole we will have all year!" the New Zealander said with a smile. "But I'm happy to be on the front row after being in seventh place on Saturday night after opening qualifying. I always knew I could go quicker, but I just ran out of time on Saturday. With the cold weather, the tire snaps away. It's just a matter of knowing how much you would like to put on the line."

Gregorio Lavilla was a surprise fourth, filling out the front row, but the Spaniard admitted that he had recorded his two fastest lap times following Slight.

Colin Edwards II and his RC45 led off row two, as he begins to come to terms with his new bike and tires.

"It's taken me a little time to get used to the bike, but I'm really into it now and am enjoying the circuit here," the Texan said. "My biggest problem is still why I don't go faster on a qualifying tire. I simply don't seem to be able to pull my brain out for one lap."

Pier-Francesco Chili, Neill Mackenzie and Peter Goddard joined him on the second row.

Russell's Yamaha teammate Haga led off the third row, once again performing better than his teammate to qualify ninth - despite two crashes during free practice sessions on Thursday and Saturday. Steve Hislop, Chris Walker and James Whitham completed the third row.

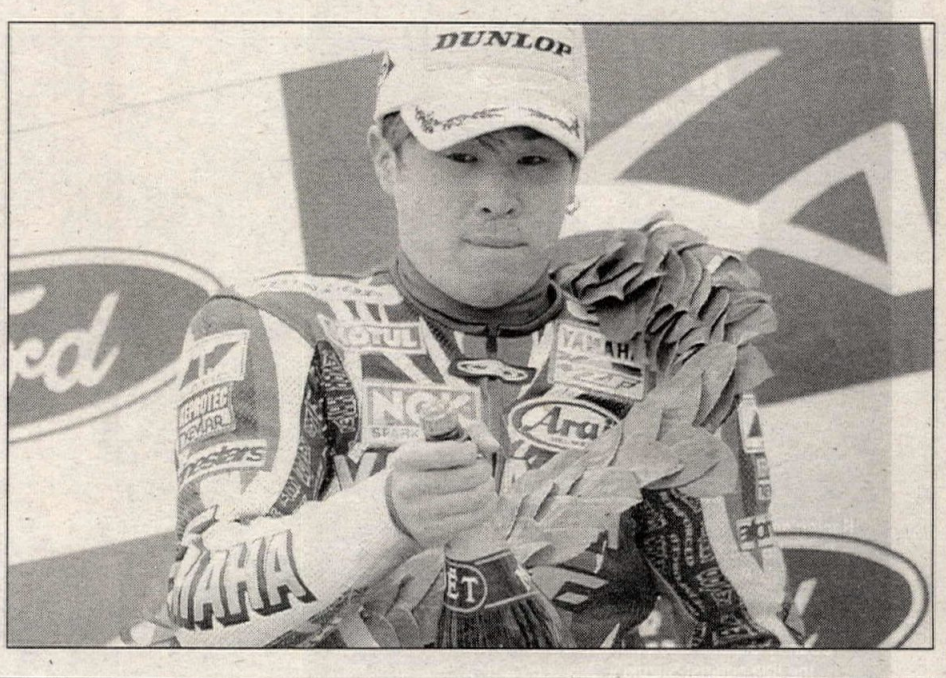
Round 2: Donington Park

24. Ian Simpson (1:37.104); 25. Jamie Robinson (1:37.872); 26. Igor Jerman (1:38.188); 27. Frederic Protat (1:38.783); 28. Jean-Marc Deletang (1:39.154); 29. Andrew Stroud (1:39.582); 30. Michael Schulten (1:40.157); 31. O. Havnene (1:41.794).

RACE ONE: 1. Noriyuki Haga (Yam); 2. Troy Corser (Duc); 3. Pier-Francesco Chili (Duc); 4. Aaron Slight (Hon); 5. Akira Yanagawa (Kaw); 6. Colin Edwards II (Hon); 7. Carl Fogarty (Duc); 8. James Whitham (Suz); 9. Peter Goddard (Suz); 10. Steve Hislop (Yam); 11. Chris Walker (Kaw); 12. Neil Hodgson (Kaw); 13. Scott Russell (Yam); 14. Piergiorgio Bontempi (Kaw); 15. James Haydon (Suz); 16. Terry Rymer (Suz); 17. Ian Simpson (Hon); 18. Alessandro Gramigni (Duc); 19. Lucio Pedercini (Duc); 20. Jamie Robinson (Duc); 21. Igor Jerman (Kaw); 22. Andrew Stroud (Kaw); 23. O. Havnen (Hon).
Time: 39 min., 41.163 sec.
Distance: 25 laps, 62.357 miles.
Average speed: 94.275 mph.
Margin of victory: 4.030.
Fastest lap: Noriyuki Haga, 1:34.560/94.959 mph.

RACE TWO: 1. Noriyuki Haga (Yam); 2. Troy Corser (Duc); 3. Carl Fogarty (Duc); 4. Aaron Slight (Hon); 5. Pier-Francesco Chili (Duc); 6. Niall Mackenzie (Yam); 7. Colin Edwards II (Hon); 8. James Whitham (Suz); 9. Steve Hislop (Yam); 10. Peter Goddard (Suz); 11. Scott Russell (Yam); 12. Chris Walker (Kaw); 13. Piergiorgio Bontempi (Kaw); 14. James Haydon (Suz); 15. Terry Rymer (Suz); 16. Akria Yanagawa (Kaw); 17. Alessandro Gramigni (Duc); 18. Ian Simpson (Hon); 19. Igor Jerman (Kaw); 20. Lucio Pedercini (Duc); 21. Jamie Robinson (Duc); 22. Jean-Marc Deletang (Yam); 23. Frederic Protat (Hon).
Time: 39 min., 35.544 sec.
Distance: 25 laps, 62.357 miles.
Average speed: 94.498 mph.
Margin of victory: 1.524 sec.
Fastest lap: Noriyuki Haga, 1:33.880/95.647 mph.
WORLD SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 2 of 14 rounds): 1. Noriyuki Haga (91/3 wins); 2. Troy Corser (70); 3. Carl Fogarty (66/1); 4. Aaron Slight (53); 5. Pier-Francesco Chili (40); 6. Colin Edwards II (37); 7. Akira Yanagawa (33); 8. Peter Goddard (26); 9. Scott Russell (22); 10. James Whitham (20); 11. Mark Willis (17); 12. Steve Hislop (13); 13. Neil Hodgson (12); 14. (TIE) Niall Mackenzie/Gregorio Lavilla (10).

Upcoming Rounds:
Round 3 - Monza, Italy, May 10
Round 4 - Albacete, Spain, May 24



Twenty-two-year-old Noriyuki Haga celebrates his perfect day in England. The Yamaha factory rider is now three for four, and finished second in the only race he hasn't won thus far in 1998.

Briefly...

Giancarlo Falappa has a new job. The blond Italian, who was one of the most promising leading stars in the World Superbike Championship at the beginning of the 1990s, had to put an end to his career after a near-fatal crash in 1994. Falappa has been a regular visitor to the World Superbike paddocks ever since the accident. Even though Virginio Ferrari told him that a factory bike was ready for him whenever he felt prepared to have a go at the title again, everybody knew that Falappa would never race again - a private practice session in 1997 had once again ended in the gravel pit. During the winter, however, Falappa founded his own racing team - Team Falappa by Ghelfi - with young Robert Teneggi in the hot seat of a World Series Supersport Ducati 748. "According to Ducati, we have received exactly the same bikes as Paolo Casoli," Falappa said in Donington. "But we have to pay for everything, which means that we cannot afford all the peripherals you see on Casoli's bike. Roberto's bike is not equipped with the latest Ohlins shocks and forks, which means that Roberto is confronted with a lot more handling problems than Paolo. We will have to wait and see if Ducati continues to offer us the same support for the rest of the season."

The Sunday before the race at Donington Park, German **Udo Mark** broke his leg during a dirt track practice session at Kenny Roberts' ranch, forcing the German Suzuki importer to look for a replacement rider for the British race. Stephane Mertens, Kirk McCarthy and Makoto Suzuki were the main candidates, but the Germans opted for their countryman Michael Schulten, who - after a long career in the 250cc class - made the switch to Supersport at the beginning of this season. The team is experimenting with the fuel-injected version of the GSXR750. According to inside sources, the engine is 8hp stronger than the carbureted version and can be pushed to 14,500 rpm. In the next couple of weeks, the Germans will try to up that maximum rev number even more (15,500 rpm), in order to get an even-higher performance figure.

A few days before the Donington round, the FIM announced that the Brazilian round scheduled for July 5 is going to be replaced by a round in **Kyalami**, in South Africa. The only headache for Flammini is getting the bikes and other material to Laguna Seca in time, just five days after the South African race. Aside from the trip itself, the custom clearance might be the biggest problem - as was shown a couple of years ago, when the Grand Prix circus was making a similar transfer. Some of the teams only got their bikes cleared on the first practice day at Laguna Seca.

From now on, fans of Neil Hodgson and Akira Yanagawa can find the latest information from the **Kawasaki Racing Team** on the Internet. The web site (www.Krtwsbk.com) was available a couple of days before the start of the season, and the first few days no less than 8000 fans visited the site, where they found recent news and background information, in-depth analyses, race and practice results, and a venue to ask questions about the team.

Michelin is convinced that it already has a tire which should enable its customers to perform extremely well during Superpole. This isn't really a big surprise, given the excellent results put down by the Michelin factory riders at Phillip Island - the day after Michelin blamed the FIM for not informing them in due time about the need to develop tires that last for only one lap but grip incredibly well during that brief time. "The biggest problem was getting a tire that got up to temperature fast enough," said Phillippe Louche, Michelin technical adviser for the Ducati teams in World Superbike racing. "But we have found a good solution. Technically speaking, there is no problem to make an ultrasoft qualifying tire perform at least as well as the Dunlops. But we wonder if the high investment is worth the try. Besides, not all factory riders with Michelin contracts use the Superpole tire. Carl Fogarty and - albeit to a lesser extent - Aaron Slight do not feel very confident with the supersoft tire, which tends to move around a lot." For clarity's sake: A Superpole tire only makes sense at the back of the bike. At least with Michelin, there are no Superpole front tires. In the Michelin truck at the Donington Park paddock, only 13 Superpole tires were among the roughly 2500 tires the French had brought along.

Andrea Merloni, the owner of the **Gattolone** team, showed up again at Donington Park after having spent most of the 1997 season in Italy to give (re)birth to the Benelli make. The 30-year-old Italian businessman had clearly not yet digested his team's degradation in the Ducati ranks from official status to privateer status. "Last year, we had been negotiating with Ducati, Suzuki and - through Piergiorgio Bontempi - Kawasaki in order to get factory bikes again for 1998," Merloni said at Donington Park. "In October, Ducati informed us that we would again get factory bikes from them. Their negotiations with Francis Batta had just turned sour, and the Belgian manager had opted to work with Suzuki. We would be the team to enter Carl Fogarty in the World Superbike Championship. But a few months later, Ducati preferred to invest a lot of money themselves in setting up a new structure with David Tardozzi and his Ducati Performance team. We had to settle for two complete standard bikes, three standard engines and spare parts. This season will cost us about 1 million dollars - about double the budget we needed in our first year with Pier-Francesco Chili. Of course, we hope to get extra support from Ducati again, but as long as Alessandro Gramigni does not perform better, we will not be able to persuade Ducati to make an extra effort. The factory bikes are different, especially as to suspension, electronics and the main-engine components. Unfortunately, technical know-how and experience are not enough nowadays to work away that difference - as was the case until three years ago."

Speaking of **Benelli**: After three years of inactivity at the plant, production is up and running again at the famous Italian make, according to Andrea Merloni. Nowadays, the Benelli factory offers two scooter models (powered by a Minarelli engine), and a third model is due for June. A 125cc four-stroke scooter is expected to make its debut at the Munich show later this year. "This year, we expect to have a production of some 25,000 bikes," said Merloni, "with a turnover of some $50 million." The Italian also said that the range of motorcycles will be extended the next few years, and that a superbike model was also under way - even though that was not going to make its debut before 2003. "We are now talking to several Japanese manufacturers who could deliver engines for our middle-class and heavy models," he said. "For some of our 250cc models, we could use a Yamaha engine, for instance. As to the superbike machine, all options are still considered. Right now, we do not even know if we will build the engine ourselves or use an existing engine. Building our own engines would at least mean an extra $15 million of investments. And even the engine concept is still up in the air. A lot of engineers agree that a three-cylinder would be the ideal choice for superbike, but before we make a decision, several other parameters will have to be taken into consideration."

According to Virginio Ferrari, building **Superpole engines** are still some sort of science fiction - at least for Ducati. Still, longevity has always been a major concern for the Italians, and mileage has now become a major element in determining when to use what engine. The factory Ducati engines now deliver some 155 bhp at 12,200 revs. As such an engine is coming loose after only some 100 to 150 kilometers, the Ducati factory teams have made a tradition of putting a fresh engine in the bike before the second qualifying session, allowing it to start the first heat the day after in the best possible shape. Longevity of an Italian racing twin can differ quite a lot - some engines blow up after 20 kilometers, other engines can take up to 1200 kilometers. A lot depends on the riding style of the factory riders. "After only 10 laps at the Misano circuit, John Kocinski had perfectly understood how to treat a Ducati engine," Ferrari admitted. "Even though as a former Grand Prix rider he could have been tempted to try to rev as high as possible, this was clearly not the best strategy with the Ducati." According to the Italian, the ideal shift point for the big twin is 11,600 and 12,000 rpm. Used this way, the engines deliver their best goods for about 450 kilometers (280 miles) - just enough to complete second qualifying, free practice, Superpole, warmup and the two races.

Doubts as to the legality of the **double-sided swingarm** of the factory **Honda RC45** were discarded by FIM Technical official Steve Whitelock. "It is completely legal," he said. "According to the rule book, the swingarm can be replaced by any other type, as long as it is not made of Kevlar or carbon fiber. For the front fork, on the other hand, the type must be the same. We will, however, introduce the same reason for the rear suspension in the next technical rule book. This is not expected to be issued before 2000 or 2001. Right now, the manufacturers are working out some proposals. The Japanese met with Ducati and Aprilia in Japan on April 7 to talk about this. Apparently, they have a 22-page proposal document already, considering homologation rules, the notion of prototypes, etc. Until now, the manufacturers seemed to want a maximum liberty of modifying and developing parts, until another manufacturer got something new which worked and which they considered to be illegal. So now we prefer to have them work it out among themselves before we get involved in the discussion." The current rules also do not state the type of exhaust system that can be used to replace the "original," homologated type. As for the double-sided swingarm, both RC45s were fitted with what was the fourth or fifth generation, ones with more lateral flex tuned in to help prolong tire life, reportedly at the request of Aaron Slight.

The new name of the Octagon-Flammini Group joint venture will be announced within a few weeks. **Maurizio Flammini** admitted that the name originally chosen for the company was Vitesse, but that two other companies were using that name in sports marketing. Flammini said that the new name will be inspired by Octagon.

As expected, Italian **Paolo Casoli** won the **World Series Supersport** race, but not without having to fend off the numerous attacks of Swiss veteran Yves Briget, who is aboard a Ducati this year. Third place went to Massimo Meregalli, who had run in that position for most of the time until Michael Paquay took that away from him with a couple of laps to go. The Belgian would not, however, reach the finish, having to retire on the final lap after running out of fuel. Paquay's misfortune completed the unlucky weekend for the factory Honda squad, as the team's other rider, James Toseland, crashed his CBR600 early in the race.

The vibrations **Troy Corser** complained about after both races could well be caused by the tire slipping on the rim. As this is not really a new problem, **Michelin** has worked on that and even found some sort of a solution in Donington Park. During practice, Carl Fogarty tried the greenish tire, one that provides much more grip on the rim than the conventional tire. But as Michelin didn't have quite enough of these to go around, some other riders had to do without.

Dunlop also brought a new tire to test at Donington, though details of its differences were not known. Noriyuki Haga and a few other riders used the new tire during some practice sessions, though it is unclear if it was used by anyone during the race.

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Date	Eastern Time	Description
4/2/98	6:30 PM	MotoWorld
4/3/98	6:30 PM	MW2 Rev It Up
4/4/98	4:00 PM	Minneapolis, MN Supercross
4/4/98	6:00 AM	MotoWorld (R)
4/4/98	6:00 PM	MotoWorld (R)
4/6/98	12:30 AM	MW2 Rev It Up (R)
4/6/98	4:30 AM	MotoWorld (R)
4/8/98	3:00 PM	Minneapolis, MN Supercross (R)
4/9/98	6:30 PM	MotoWorld
4/10/98	7:30 PM	St. Louis, MO Supercross
4/11/98	1:00 PM	St. Louis, MO Supercross (R)
4/11/98	6:00 AM	MotoWorld (R)
4/12/98	12:30 AM	St. Louis, MO Supercross (R)
4/12/98	10:00 AM	MotoWorld (R)
4/13/98	5:30 AM	MotoWorld (R)
4/16/98	6:30 PM	MotoWorld
4/17/98	3:30 AM	St. Louis, MO Supercross (R)
4/17/98	7:30 PM	Pontiac, MI Supercross
4/18/98	4:30 PM	MotoWorld (R)
4/20/98	3:30 AM	MotoWorld (R)
4/21/98	6:30 PM	MW2 Rev It Up
4/23/98	6:30 PM	MotoWorld
4/26/98	1:00 AM	MotoWorld (R)
4/27/98	5:30 AM	MW2 Rev It Up (R)
4/28/98	1:00 AM	Daytona Bike Week - NASB (R)
4/28/98	3:00 AM	MotoWorld (R)
4/30/98	6:30 PM	MotoWorld

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AMA Supercross Series

125cc 250cc AMA Motocross

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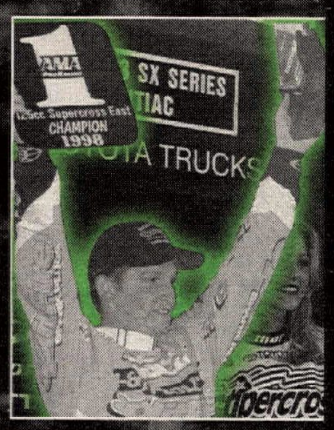

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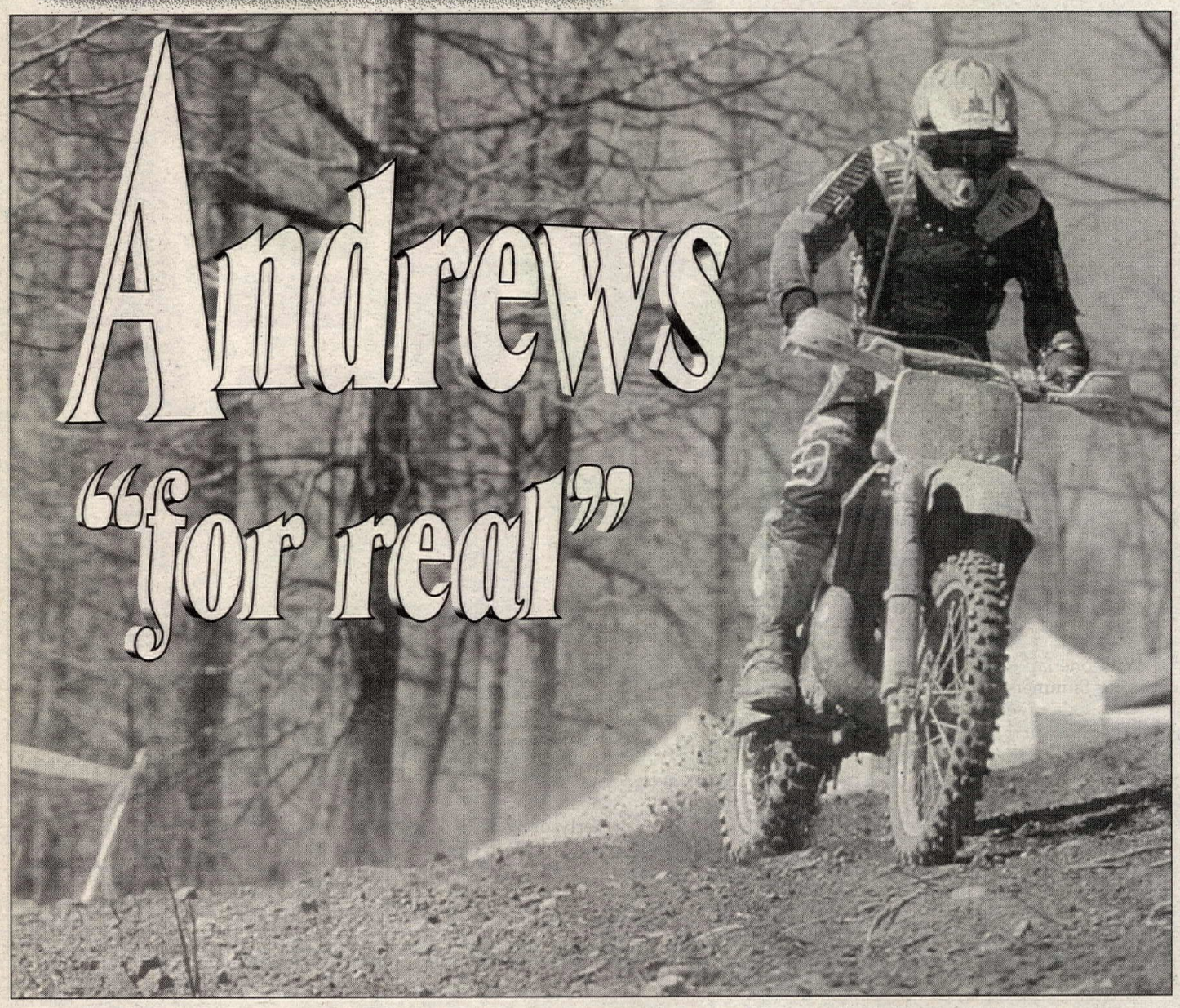


Andrews "for real"

By Jim Talkington

HURRICANE MILLS, TN, APR. 5

Four seconds was the difference between finishing first or third at the 1998 Loretta Lynn's combined AMA Grand National Cross Country and National Hare Scrambles event in Hurricane Mills. Team Kawasaki/Andrews Racing's Fred Andrews claimed the win with just a breath to spare - no mean feat considering that there were two current National Champions in his draft when the checkered flag fell.

Hot on Andrews' heels were National Hare Scrambles champ Rodney Smith and reigning GNCC king Scott Summers in second and third, respectively. For the final three of five laps, the trio waged war on each other, none giving any quarter.

"They didn't give (the win) to me and I wasn't going to give it to them," Andrews said afterward. "We went at it tooth and nail and we weren't giving anything to anybody. A lot of people thought that my first win (at round one at Okeechobee) was too easy, so today I wanted to show everyone that I was for real."

Indeed, Andrews is for real, having won two of three GNCCs thus far and topping the series points total heading into round four. The 1993 GNCC champion's current tally is 58 points to Smith's 56 and Summers' 55.

Fourth place went to Team Suzuki's Steve Hatch, who overcame a torn fuel line and a high-speed get-off en route to his first finish of the year. Still battling the effects of a broken back suffered last season, Hatch is regaining the form that earned him national number two in both these off-road series last year. Trailing Hatch was Uniontown, Pennsylvania's Barry Hawk Jr., aboard a Team Yamaha/HWK Racing YZ400F. A former Four-Stroke A and 250cc A GNCC champion, Loretta Lynn's was Hawk's best Pro-class finish to date.

Loretta Lynn's annually promises to be one of the year's biggest off-road race events, and this year was no exception. A total of over 500 riders of all skill levels competed in either the morning's C-class event or the afternoon's main event. All in attendance were fortunate to have ideal weather conditions greet them in western Tennessee just days after tornadoes had ravaged the middle of the state. By Sunday morning, cloudless blue skies and warm temperatures in the 70s combined with loamy dirt conditions to create a perfect racing situation.

This year's Loretta Lynn's racecourse was laid out by Racer Production's Jeff Russell, the former National Enduro Champion, and 80 percent of the course utilized virgin trail and included everything from tight woods to whooped-out, high-speed sections, and also included a grass-track motocross course in view of the pits. Track length totaled 13.5 miles, on the longer side for a typical GNCC course. Speeds for the front-runners averaged 22 mph.

The start at Loretta Lynn's combined national usually provides a rare occasion to see two number-one plates on the starting grid, those of the current GNCC and National Hare Scrambles champions. This year, however, hare scrambles champ Smith wore his national number-four GNCC plate in place of his typical number-one hare scrambles number. All Pro riders lined up with red number-plate backgrounds and white numbers for the first time to better define their status to spectators when conditions become muddy or dusty. The GNCC will see red backgrounds instituted from here on out.

In all, 30 Pro-class competitors took to the course at the dead-engine start. Racing up the wooded start straight, riders dodged trees on their way to fourth gear and the gradual left-hand turn leading up a multiline hillclimb. At the front of the pack, with typically good starts, were the Suzukis of Hatch and Smith, with Andrews hot on their tails. To the rear of the group were Summers and Team Husaberg's Jason Dahners; Summers was the victim of a multi-kick start and Dahners had to deal with a slow-to-ignite electric start.

For the first lap, it was Hatch up front, with Smith behind. Though it was Hatch's first opportunity of the young season to lead a GNCC, the point position is not exactly where he wanted to be in the early going.

"I led the first lap and I kept looking back at my teammate Rodney Smith and he was shaking his head 'no' - he didn't want to lead, either," Hatch said. "It was really rocky and technical and leaves were everywhere, so I said, 'Well, if those guys are going to make me lead, I'm going to go real slow.'"

By the end of lap one, Hatch held the lead, with Smith, Andrews, Team KTM's Scott Plessinger and Team Yamaha/SCR Racing's Doug Blackwell completing the top five. Team Kawasaki/Andrews Racing's Brian Keegan, Summers, Gas Gas' Duane Conner, National Enduro Champion Mike Lafferty and Hawk rounded out the top 10. Both Conner and Blackwell would retire on the next go-around, both riders failing to score their first GNCC points of the year. Also failing to score points was California's Brian Garrahan, who came into the day tied with Blackwell for the Hare Scrambles series points race at 55 and a win apiece. Plessinger would also join them on the sidelines before day's end, the victim of a blown shock.

Also encountering his fair share of problems early on was Team Yamaha/HWK Racing's Randy Hawkins, who was forced to make a lengthy pit stop to clear out a clogged main jet. Reentering the race in 27th, Hawkins would again be forced to climb through the ranks from the rear of the pack before finishing a credible seventh overall.

(Above) At the combined event, Team Green Kawasaki's Fred Andrews posted his second GNCC win of the season, which was also his first National Hare Scrambles win. (Right) Rodney Smith leads Randy Hawkins (8) and Scott Summers early in the race. Smith went on to finish second.

Ascending through the pack on lap two were Keegan and Summers, who rose to the first and second positions, respectively. Hawk and his Yamaha four-stroke were on the move as well, moving up from 10th to fifth while turning in the fastest lap time of the day, a sub-36-minute circuit. For the second event in a row, Keegan claimed the lead on lap two and put in a bid for his first podium finish of the year, but it was not to be. Pitting on lap two instead of lap three (as the other riders did) would leave Keegan out of gas trailside on the last lap with a disappointing nonfinish and no points to show for the day.

Lap two was eventful for Andrews and threatened to finish his day prematurely when he tangled with a tree.

"I got going and caught up with Scott (Summers) and then tackled a tree," Andrews recounted. "I came out of a corner in this deep, long rut and thought I was in third gear. When I got on the throttle, (my bike) jumped out from underneath me. I was holding on like Superman and clipped a tree. It was all over quick."

From Summers' vantage point, the crash was more spectacular than Andrews let on.

"I thought he was out for the day," Summers said. "He took out a tree about 6 inches around and he just bent the whole thing over with his torso. It took his body and threw him back like a spring, so he passed me, without his bike, going the other direction. It was bizarre! Then he got back up and rode a heck of a race."

Falling backward through the field on lap two was Hatch, a victim of a crash and resulting mechanical problems.

"I was following Keegan and Summers and came into a real fast, waist-high whoop section and all of a sudden I hit something and my hands came off the bars. I got back up and took off and maybe five guys got by - no big deal - and then a quarter-mile later the bike started running out of gas. A stick must have pulled off the gas line and it was just pouring out. I must have kicked it 40 times to get it going again. By that time I think they were a minute and 45 seconds ahead."

By lap three, Andrews, Smith and Summers were alone, doing battle up front, a minute clear of the rest of the field. The seesaw battle found each rider taking his turn at the front of the field. Hoping to repeat his disappearing act of round two, Summers put his big XR in the lead and looked to break away.

"When Scott took over the lead and stepped it up," Smith said of lap three, "we pretty much held that pace to the finish. It felt good. It almost made it easier to ride in the whoops. The slower you go, the rougher it is on you."

The Hare Scrambles champ would soon find trouble out on the course in the form of a lapped rider.

"With two laps to go, I was behind Summers when a lapper got into our line and stopped. Scott hit him, then a tree, and (he) stopped between them, and there was nothing I could do but hit Scott from behind. He went on and the lapper's bike fell over on me, so I had to pick it up and push it aside. I really thought those guys were gone, but I caught back up to them by the white flag."

With one lap to go, it was Andrews heading Summers by two seconds and Smith just three seconds further behind. Andrews admitted to being just a bit nervous heading out onto the final circuit.

"I was just wondering if I was going to throw it away," Andrews said. "I said to myself, 'Man, it's pretty easy from here on out. I've just got a few uphills to go.' It seemed like Scott had some pretty good lines on the hills and I could hear him behind me, so I tried to remember where he went. I knew he couldn't get by me if I was in his lines."

Riding a mistake-free final lap, Andrews held on to the lead for the next half-hour of racing to score his second win on the season. Just behind him was Smith, who had bested Summers on the last lap for the runner-up position. All were spent at the finish.

"All of us had a good day," Summers said from the podium. "It was an awesome battle and I don't think a human being could go any faster in the woods than we were going."

Hatch climbed back up to fourth two minutes off of the lead pace. Hawk followed some 36 seconds later, and though he looked to have fourth place locked up with half a lap to go, he settled for fifth after being displaced by Hatch.

"I only made one mental mistake all day," Hawk said. "I came down (from a jump) and I leaned left, the bike went right and I went down. Steve was right behind me and checked that I was all right, but by the time I got going again, he was gone."

Enduro champ Lafferty collected sixth after losing time with a stuck choke lever and a broken drink system. After having the hose torn from his drink system on the third lap, he chose to back off the pace rather than risk dehydration. With no spare system back in the pits, he continued at a smart pace that would guarantee a safe finish.

Hawkins was in seventh after slicing through countless lappers while working his way to the front on the four-stroke Yamaha. A surprise finisher in eighth overall was Sport Cycles Racing's Robbie Jenks on a 250cc Yamaha. The A-class rider inherited his class lead after rival Jimmy Jarrett ran out of fuel on the last lap. The pace at which the two pushed each other during the event put their adjusted overall times at eighth and 13th, respectively.

Ninth fell to Yamaha-mounted Scott McLaughlin, formerly of Washington state and now residing in West Virginia to ride and train with Blackwell while contesting the entire GNCC series. And in 10th, scoring the first GNCC points for European manufacturer TM, was Indiana's Mike Sampson, wearing GNCC national number 21. CN

Loretta Lynn's Ranch
Hurricane Mills, Tennessee
Results: April 5, 1998

O/A: 1. Fred Andrews (Kaw); 2. Rodney Smith (Suz); 3. Scott Summers (Hon); 4. Steve Hatch (Suz) 5. Barry Hawk Jr. (Yam); 6. Michael Lafferty (KTM); 7. Randy Hawkins (Yam); 8. Robbie Jenks (Yam); 9. Scott McLaughlin (Yam); 10. Mike Sampson (TM).

PRO: 1. Fred Andrews (Kaw); 2. Rodney Smith (Suz); 3. Scott Summers (Hon); 4. Steve Hatch (Suz); 5. Barry Hawk Jr. (Yam).

200 A: 1. Heath Bennett (Yam); 2. Luke McNeil (Yam); 3. Mark Sherwood (KTM); 4. Joey Ambrosini (Kaw); 5. Steven Graves (Suz).

200 B: 1. Jeremy Morris (Suz); 2. Justin Conkle (Hus); 3. Jason Russell (KTM); 4. Bryan Barton (KTM); 5. John Glaus (Kaw).

250 A: 1. Robbie Jenks (Yam); 2. Jim Jarrett (Kaw); 3. Ronnie Burnfield (Suz); 4. Chuck Woodford (Kaw); 5. Martin Kehlmeier (KTM).

250 B: 1. Ricky Matteson (Yam); 2. Andy Shea (KTM); 3. Heath Salyer (Kaw); 4. Tim Baker (KTM); 5. Michael Faulk (Suz).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. John Roth (Yam); 3. Scott Martin (Yam); 4. Marc Grossman (Kaw); 5. Kelvin Hull (Kaw).

4-STRK B: 1. Marty Michels (Hon); 2. Robert Stephens (Hon); 3. Aaron Davis (Hon); 4. Marshall Young (Hon); 5. Shane Munger (Suz).

OPEN A: 1. Michael Grizzle (Hbg); 2. Ronald Palermo (KTM); 3. Dave Gunn (Hon); 4. Ron Whipple (Kaw); 5. Matt Pursley (Hus).

OPEN B: 1. Dean Grewe (KTM); 2. Billy Chapman (Hon); 3. Tony Rodriguez (Kaw); 4. Troy Wertz (Kaw); 5. Steve Ostergard (Kaw).

SR (40+) A: 1. Jeff Fredette (Kaw); 2. David Crain (Kaw); 3. Steven Hashman (Suz); 4. Mark Smith (KTM); 5. Charles Thiele (Kaw).

SR (40+) B: 1. Tim Adkins (Yam); 2. Michael Schwartz (Suz); 3. Mark Weiland (Yam); 4. Richard May (Yam); 5. Paul Bucher (Yam).

VET (30+) A: 1. Steve McSwain (Kaw); 2. Gene Onail (Kaw); 3. Tim Shephard (Yam); 4. Timmy Pool (Kaw); 5. Robert Kirchner (Suz).

125/200 C: 1. Jerod Deahl (Yam); 2. Derek Bratcher (Kaw); 3. Thomas Grogg (Yam); 4. David Keith (KTM); 5. Bruce Gann (Hon).

250/OPEN C: 1. Marty Aloisio (Yam); 2. Jamie Hall (Hon); 3. Justin Schwartz (Suz); 4. Ryan Mayle (Kaw); 5. Travis Richer (KTM).

4-STRK C: 1. Mark Fox (Hon); 2. Phillip Hughes (Kaw); 3. Jared Graves (Hon); 4. Michael Brillanti (Hon); 5. Johnny Spears (Hon).

O/A C: 1. Wayne Beatty (Yam); 2. Marty Aloisio (Yam); 3. David Pierce (KTM); 4. Jerod Deahl (Yam); 5. Jamie Hall (Hon).

SR (40+) C: 1. Larry Bollinger (Suz); 2. Rick Harder (KTM); 3. Ted Pressont (Kaw); 4. Gary Jones (KTM); 5. Bill West (ATK).

S/SR A: 1. Wayne Beatty (Yam); 2. David Pierce (KTM); 3. John Giles (Yam); 4. Terry Flynn (Hon); 5. David Dehner (Kaw).

S/SR B: 1. Robert Brendle (Yam); 2. Don Rye (Hon); 3. Jack Falbo (Kaw); 4. Mike Garrett (Hon); 5. Lonnie Watson (Kaw).

VET (30+) C: 1. Robert Hudnall (Hon); 2. Ernie Allen (KTM); 3. Mike Schobert (Hon); 4. Richard Bell (KTM); 5. Todd Lovett (KTM).

GRAND NATIONAL CROSS COUNTRY SERIES POINT STANDINGS (After 3 of 13 rounds): 1. Fred Andrews (58/2 wins); 2. Rodney Smith (56); 3. Scott Summers (55/1 win); 4. Randy Hawkins (45); 5. Mike Lafferty (41); 6. (TIE) Steve Hatch/Barry Hawk Jr./Jim Jarrett (31); 9. (TIE) Jason Dahners/Luca Trussardi (23).

Upcoming Rounds:
Round 4 - Clarksburg, West Virginia, April 26
Round 5 - Elizabeth, West Virginia, May 10

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES POINT STANDINGS (After 3 of 9 rounds): 1. (TIE) Doug Blackwell (1 win)/Brian Garrahan (55/1 win); 3. Michael Lafferty (54); 4. (TIE) Patrick Garrahan/Josh McLevy (35); 6. Luca Trussardi (32); 7. Fred Andrews (30/1); 8. Randy Hawkins (29); 9. (TIE) Rodney Smith/Scott Summers (25).

Upcoming Rounds:
Round 4 - Good Springs, Pennsylvania, April 19
Round 5 - Tillamook, Oregon, July 19

Previous GNCC round winner Scott Summers finished third overall.

Steve Hatch overcame a few problems, including a high-speed get-off, to finish fourth.

Barry Hawk Jr. rounded out the top five overall.

Lafferty bounces back

By Paul Clipper/Trail Rider Magazine

BELLEPLAIN, NJ, MAR. 29

KTM's Mike Lafferty overcame his signature morning tension to take the win at the Greenbrier National. Although happy to be close to home - about a five-minute drive - Lafferty shouldered a fair amount of dread for what might happen during the day. Of most of the competitors on hand, Lafferty knew just how tough it could be in his local woods, and also how tough the local competition might be. Rather than worrying about his National AA-class peers, Lafferty was mostly concerned about his own sibling and two local hot-shoes. Past ECEA Champion Kevin Bennett was a dark-horse favorite on his XR250, being well-known for unrelenting speed in unforgiving tight stuff; and current ECEA champ Fred Hoess was also a major threat. With additional pressure from his brother Richard, who also grew up in the area, Lafferty had his hands full just getting away from the starting line - but by the first check, it was plain to see who was going to lead the pack this day.

For the National sanction, the Tri-County Sportsmen MC - always known as a tough regional enduro - pulled out all the stops to take points away from the National class. In doing so, they also took away buckets of points from the rest of the field. Unseasonably warm temperatures and sunny skies also added to the workout, and triple-digit scores were not uncommon, even in the A class.

The day started out with a quick 4-mile section to warm everyone up, and to wake up those still sleeping. Lafferty wasted no time getting into high gear, and clocked out at the first check with the lowest elapsed time, although not by much. Lafferty nipped in two minutes down, as did Hoess, Bennett and local ECEA rider Michael Moore. Lafferty still edged them all for tie-breaker seconds.

(Above) After a disappointing finish at the National Enduro Series opener in Arizona, defending champ Mike Lafferty bounced back with a win at round two in his home state of New Jersey.
(Left) Another New Jersey local, Fred Hoess, fared well. Hoess took runner-up honors on a 125.

Missing the flip in that first section meant three points or more on your card, and included in that group were such notables as Yamaha's Randy Hawkins, who was riding a YZ250 for this round and seemed to be suffering at the hands of overheating gremlins right from the start. Michael's brother Richard Lafferty also clocked out with a three, as did local riders Bill Atkinson and Duane Shirk. Six or seven points down was not an unusual score in the A class, and this was only four miles into the event.

A long section of free time followed, as the riders moved to a different part of the South Jersey forest, and then a 10-mile section that kept the riders busy but not late. Big points weren't taken until the third section - 10 miles of tight trail that made a number of riders wonder exactly what they were doing there.

"You know, we lay this stuff out," said Tri-County club member Richard Lafferty, who was riding the event in the National AA class, "but we never ride all the sections back to back. I never realized how tough our own enduro is. Holy cow..."

His sentiment was echoed by brother Michael, who said, "I saw all kinds of people stuck in the mud in that free-time section. Lucky they ran us at 18 mph, or they would have killed us all off. In a free section!"

Once again, Michael was the man to beat at the check-five check-out. He dropped eight points - again - a full point better than everyone else, which pretty much cemented his place at the front of the pack, barring any catastrophes along the way.

His rival Hawkins was right behind with nine points down, but liquid was visibly steaming out his radiator's overflow, and things didn't look good for his machine. West Virginia rider Doug Blackwell, well-known on the GNCC circuit, also finished up with a nine, as did Hoess and Bennett. Coming into the gas available, it was Lafferty, Hoess and Bennett, in that order, with Lafferty holding a slim one-point lead.

The next section was 17 miles of timekeeping, basically - a cruise for the AA and most of the A classes, and a very spirited ride for the B and C riders. Zero was the score to log at both back-

to-back checks in the sections, with a single point coming off at the second of the checks for those who were sleeping. Chief among them was Matt Stavish, last year's number-two rider, as well as Blackwell and Moore.

The next section was the well-known and far-from-beloved Otis Fudpucker Tree Farm section, a 6-mile nightmare of inch-thick pine saplings growing between two and six inches apart, with a handlebar-width serpentine trail hacked out of it. Once you enter "Otisland," there is literally nowhere to go except the check-out. Once again, Lafferty was cooking, clocking out four points down; but his competition was also heating up, as Hoess and Bennett also dropped fours in the section. Richard Lafferty scored a five, as did Jason Dahners, who traveled out from Washington to see what an eastern enduro was like, and who was chasing Mike Lafferty on the same minute. Hawkins came out with a six and a cloud of cooking coolant, and he decided to pack it in at the following gas available.

The next section would be the final points-taking contest of the day, a 17-mile joyride that was slightly more open but still much tighter than the 24-mph average begged for. With two checks back to back, it was sure to rob some points, and Lafferty kept his loss to a minimum, dropping a pace-setting score of five points at the middle check. Hoess was still hot, though, and also clocked through with a five, although back another 40 seconds. They both carried their time into the second half of the section, and though Lafferty clocked out with a 10, Hoess' extra seconds pushed him up to 11, ending any chance to get closer. One more section remained into the finish, although it had been shortened due to mud and wasn't a factor in the scoring for the AA riders. When the points were tallied, Lafferty had taken the overall with a total of 29 points, while Hoess, representing the local underdogs, came uncomfortably close with a 31.

"I certainly didn't think it was going to be as hard as this," Lafferty said afterward. "This is tight, unlike anything else on the National circuit. The club did a great job of cutting trail. In a lot of the stuff, I had no idea where I was. That last 17-mile section was the most fun. I went into it just trying to catch Richard (Lafferty), just for fun. I didn't catch him, but that's okay; I did all right at the finish."

Kevin Bennett finished third with 33 points to his credit, while Rich Lafferty closed up with a 36 for fourth overall. Bill Atkinson, of Pottsville, Pennsylvania, was fifth overall on his KTM, and Jason Dahners drove his Husaberg into sixth and the High Point A trophy with a 42. Stavish was seventh overall with a 46, and finishing out the top 10 were Bob Bennett (48), Michael Moore (50), and Doug Blackwell (50).

Craig Gaver, of York Haven, Pennsylvania, was the top finisher in the B class, dropping 71 points on a KTM 200, and Jason Catlett of Millville, New Jersey, took the High Point C award with a great score of 40 on his 125cc Suzuki. And Kathi Cambell, of Edgewater, Maryland, a longtime ECEA Women's-class champ, finished the C course with a score of 48, just eight points shy of tying the High Point. CN

Greenbrier National Enduro
Greenbrier, New Jersey
Results: March 29, 1998 (Round 2 of 10)

GRAND CHAMPION: Mike Lafferty (KTM).
H/P A: Jason Dahners (Hbg).
H/P B: Craig Gaver (KTM).
H/P C: Jason Catlett (Suz).

(Left) Former ECEA champ Kevin Bennett, also from New Jersey, rode well, posting a third-overall finish. (Above) Richard Lafferty chased his brother Mike to a fourth-place finish.

AA NAT'L: 1. Richard Lafferty (KTM); 2. Matt Stavish (Hon); 3. Doug Blackwell (Yam); 4. Scott Luca (KTM); 5. Craig Holasek (KTM).

AA REG'L: 1. Fred Hoess (Suz); 2. Kevin Bennett (Hon); 3. Bill Atkinson (KTM); 4. Michael Moore; 5. Duane Shirk (Kaw).

A 125: 1. John Smith (Suz); 2. Mike Sigety (Hus); 3. Dan Stoppi Sr.; 4. Craig Hayes (Hus); 5. M. Dean Spencer (Yam).

A 200: 1. Robert Mohn (Kaw); 2. Joe Tavani III (Kaw); 3. Scott Klamfoth (KTM); 4. Todd Quinn (Kaw); 5. Rob Kirkpatrick (KTM).

A 250: 1. Mike Arendasky (Kaw); 2. Brian Russell (Kaw); 3. Jamie Wright (Yam); 4. Stewart Crouch (Hon); 5. Steve Swenson (Yam).

A OPEN: 1. Al Switer (KTM); 2. Dean Spencer (KTM); 3. Mark Hummel (Hon); 4. George English (KTM); 5. James Reber (Kaw).

A 4-STRK: 1. Bob Bennett (Hon); 2. Marc Grossman (Kaw); 3. Mike McHale (Yam); 4. Darrin Russell (Hon); 5. Joe Wallace (Hon).

A VET: 1. James Gunselman (Yam); 2. Jeff Kirchner (KTM); 3. Ken Law Hom; 4. John Walter (Suz); 5. Richard Moyer (Suz).

A SR: 1. Anthony Tomasello (Yam); 2. Dwight Rudder (Hon); 3. Tom Marsh (Hon); 4. John Farrar (Yam); 5. Wayne Fontanazza (KTM).

A S/SR: 1. Pete Parlett (Hon); 2. George Clicker (Kaw); 3. Scott Wolf (Yam); 4. Tom Ebersole (CRE); 5. Richard Tompkins (TM).

B 125: 1. Jerry Kitts; 2. Jeff Johns (Hon); 3. Dan Stoppi Jr. (Yam); 4. Ron DeCaro (Yam); 5. Dave Sharpe (KTM).

B 200: 1. William Hess (Kaw); 2. George Mamounis (KTM); 3. Joseph Newman (CRE); 4. David Moorehouse (Kaw); 5. Mark DeLong (Kaw).

B 250: 1. Mike Tavani (Kaw); 2. Bill Gilbert II (Yam); 3. Mike Kilduff (Kaw); 4. John Cardozo (KTM); 5. Steve Jamison (Hon).

B OPEN: 1. Tim Gallagher (KTM); 2. Eric Aaroe (KTM).

B 4-STRK: 1. Al Zabroski (Hon); 2. Chris Crull (Hon); 3. Chris Thorsen (Hon); 4. Rob Comber (Yam).

B VET: 1. Dan Polak (Kaw); 2. Dan Garrison (Kaw); 3. Mike Doris (KTM); 4. Mike Muckelston (Kaw); 5. Joe Dublas (Kaw).

B SR: 1. Jack Lewis (Hon); 2. Larry Campbell (Kaw); 3. Dan Compton (KTM); 4. Jeff Fox (Yam); 5. Larry Knotts (KTM).

B S/SR: 1. Farrell Lord (Kaw); 2. Lewis Newman (Kaw).

C 200: 1. Brian Corden (Hon); 2. Frank Lupperger (Kaw); 3. Ed Newcomb (Suz).

C 250: 1. Chris Conklin (G-G); 2. Jason Spayde (KTM); 3. Joe Terry (Yam).

C OPEN: 1. Randy Folger (Hon); 2. Karl Dodson (KTM); 3. James Richie (Hon); 4. John Bald (Yam); 5. Chris Tlack (KTM).

C 4-STRK: 1. Joe Dickinson (Suz); 2. Elmer Shelton Jr. (Hon).

C VET: 1. Todd Fenton (Hon); 2. Jeff Barker (Kaw); 3. Marty Heisler (ATK); 4. Richard Stewart (Yam); 5. Brandon Bradbury (Yam).

WMN: 1. Kathi Cambell (Kaw); 2. Katie Campbell (Kaw); 3. Lisa Doris (KTM).

MSTR: 1. Joe Galie (Yam); 2. Dan Van Driel (Hus).

D/S: 1. Martin Ferguson (Hon).

AMA/ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 2 of 10 rounds): 1. Mike Lafferty (46/1 win); 2. Matt Stavish (35); 3. Doug Blackwell (32); 4. Ty Davis (30/1); 5. (TIE) Kelby Pepper/Fred Hoess (25); 7. Jason Dahners (24); 8. Kevin Bennett (21); 9. Richard Lafferty (18); 10. Bill Atkinson (16).

Upcoming Rounds:
Round 3 - Wellston, Ohio, May 3
Round 4 - New Waverly, Texas, May 17

(Left) Randy Hawkins switched to a YZ250 for the Greenbrier Enduro but it suffered overheating problems, which resulted in a DNF. (Right) Riding on the same minute at Mike Lafferty, Husaberg's Jason Dahners settled for a respectable sixth-place ride.

INTERVIEW

Three-time U.S. National Speedway Champion Mike Faria

"Flyin'" away

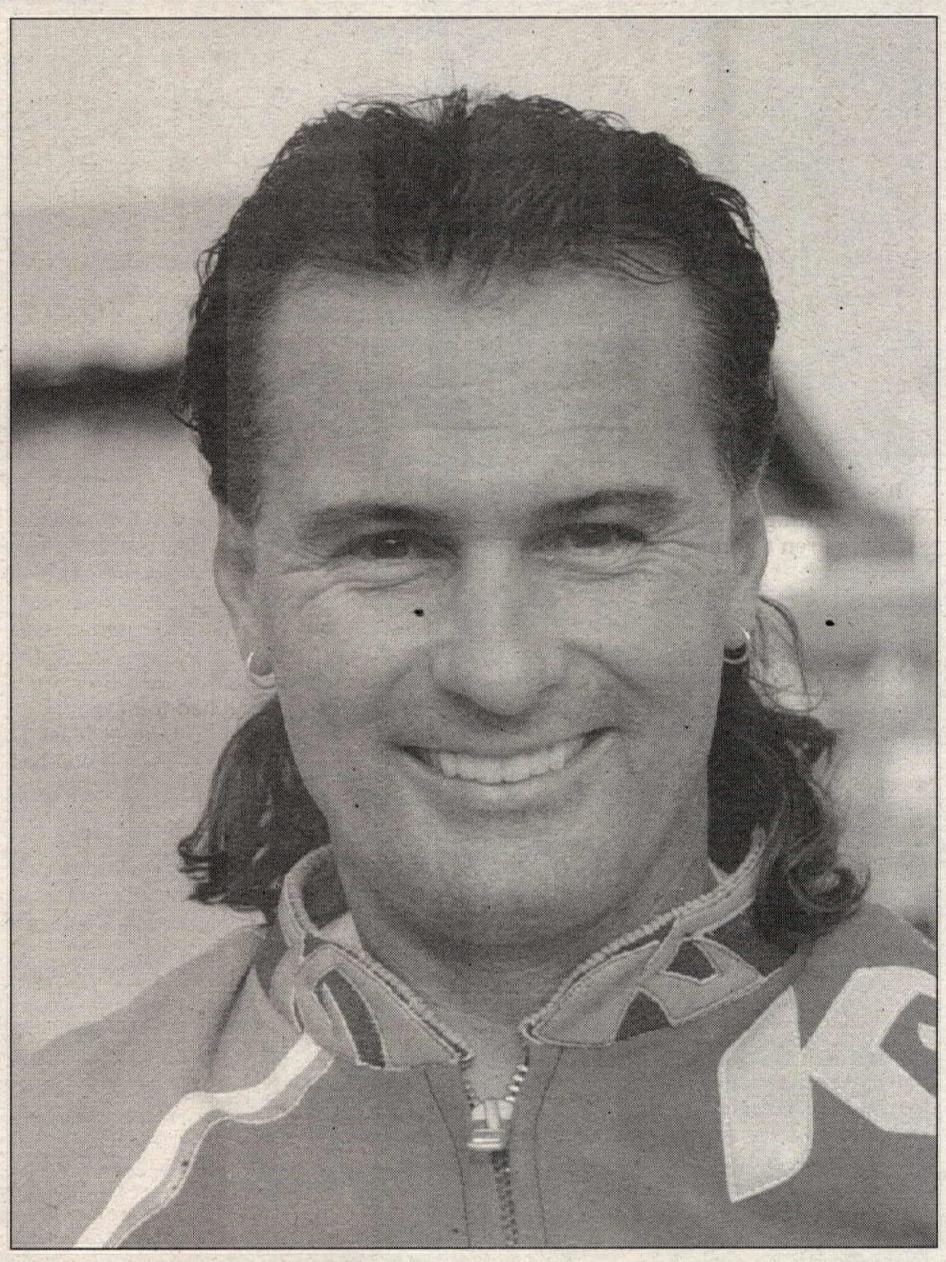
By Scott Rousseau
Photos by Mike Basso and Scott Dalosio

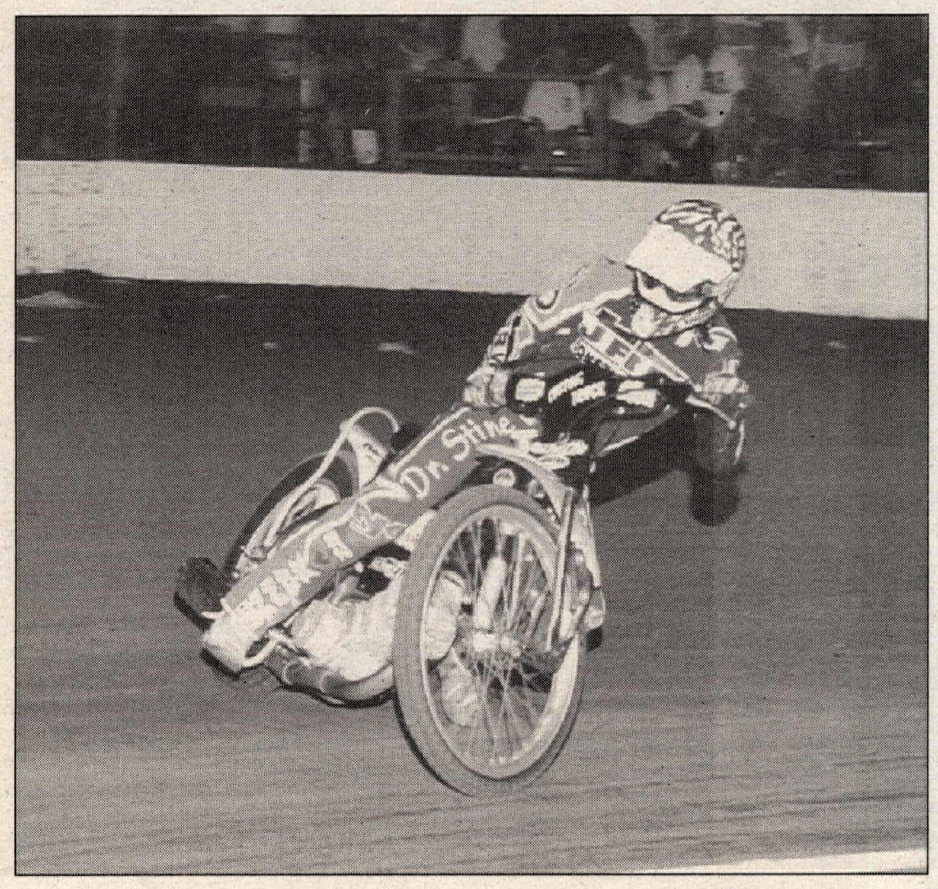
They were like peas and carrots, salt and pepper, a burger and fries. Now they are like oil and water. They are reigning U.S. National Speedway Champion "Flyin'" Mike Faria and Costa Mesa Speedway.

In a move that is almost as stunning as was seven-time champion Mike Bast's decision to leave the sport for good back in the mid-'80s, Faria, a long-time hero of Southern California and American speedway racing fans everywhere, has elected to pack his bags and leave Southern California for the apparently greener pastures of the Northern California speedway circuit - with its pair of regular weekly tracks. According to the three-time U.S. National Champion, who now calls Reno, Nevada, home, the combination of politics and infighting with Costa Mesa promoters International Speedway Inc., and a lack of race venues (read m-o-n-e-y) were the major influences behind the change. Now 41 years old, Faria sees the return home as a fresh start, both for his career and the sport that he loves so much. But one thing remains the same: "Flyin'" Mike is still not afraid to tell it as he sees it.

So what's the deal with this move? What was it that made you decide to make such a drastic change?

Well, I saw a 180-degree turnaround. Before, when I lived in Northern California, Southern California was *it*. They had five nights of racing and the big crowds, they had this and that, and you *had* to go there to make your living. And so, for the last 16 years I've been down there, and every year it keeps going south - just getting worse and worse. Now they're down to one race track. These people up here (in Northern California) - I see that they're more positive; I've already picked up two new sponsors. People are more enthused, and they're *not* negative. They are trying to make things happen, where down there it's, like, "So what? Be here or don't do this or that." It's just a negative attitude, and up here they have a positive attitude. It's just a way different atmosphere.





When do you remember seeing the healthy state of the sport in So Cal start to change?

I think it was way back when we had that recession going in 1986 or '87. We lost Ventura, and then they started taking the percentage (of the gate, as a bonus) away from riders and guys started to quit. When you start taking money away from riders, you start losing riders. Each rider has his following. Not everybody loves Mike Faria or Alan Christian or Bobby Schwartz; maybe they like some other guy. So when they started taking the money to where a guy has to work... When a guy gets home, he's tired. He ain't gonna go out and race, where he goes out at 8 p.m. and comes in at midnight and has to get up at 4 a.m. That four hours of sleep just ain't gonna cut it. When you start taking the money away, you take everything away. That's what they've done.

What are your feelings on the politics in the sport right now, and how they have affected things such as the recognition of your last championship?

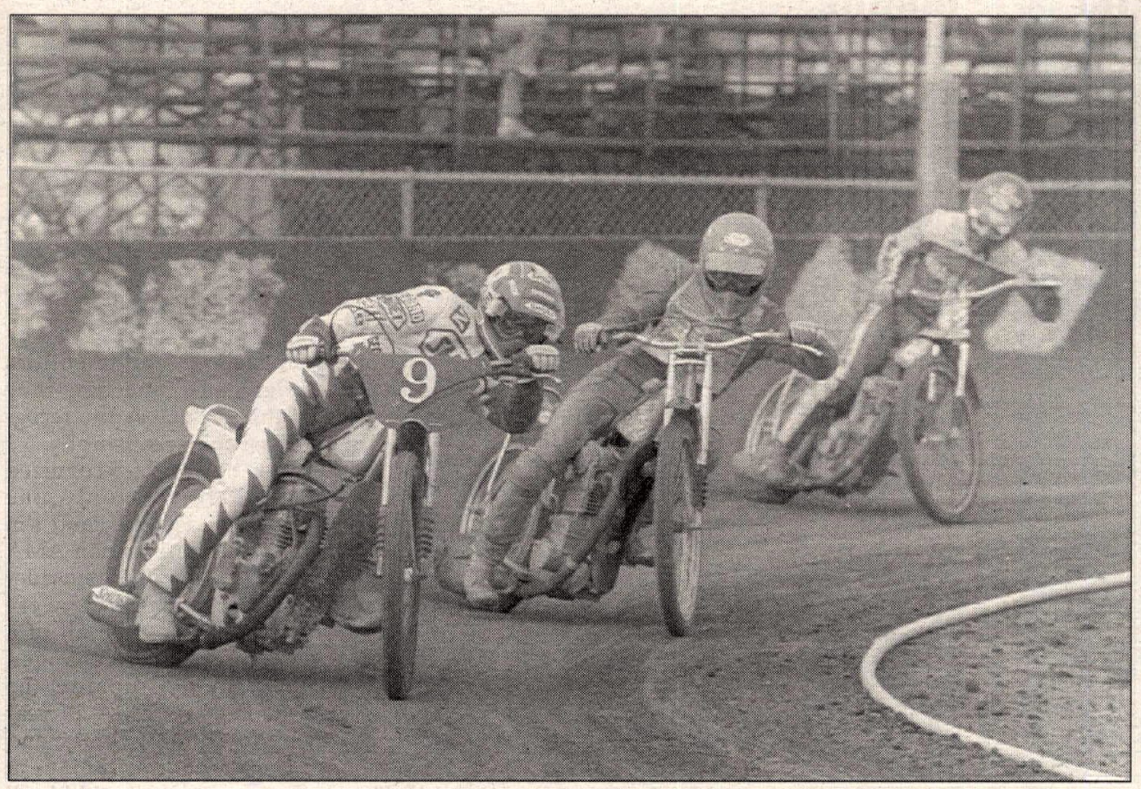
Well, whether or not I was recognized by the AMA, there was only one National Champion last year, and I'm still it. Whether it's AMA or non-AMA or whatever, I am the number-one rider in the USA right now. But we were AMA all year long, and then all of a sudden for the National we changed things? That's promoter stupidity, the way I look at it. Why be AMA all year long and then the National comes, and they say no? It makes no sense to me at all. Here we supported the AMA all year long, and then for the National we're gonna drop the AMA? Why? Because of some tire rule?

The promoter should not be the promoter and the rider and the track-prep guy. Everybody knows that, and everybody has been pissed off about it. A lot of people are afraid to say anything to Brad (Oxley, of International Speedway) about it, but hey - I've just been going in there, doing my gig and getting out of there.

How would you compare your treatment in the south to your treatment in the north? You mentioned some things, like you've picked up some support.

It's like, here I am, the "Costa Mesa Champion" or whatever. I was their (Southern California's) number one. You would have thought that they would at least be willing to pay for my license for the year. It's only 40 bucks, but it's not the money, it's the principle. They didn't do it, and it was just little things like that that ticked me off to the point where I was like, "You're not even gonna look after your number-one rider, are you then?" That's what that was telling me. I was the National Champion and for the (promos) in the Orange County Register, who do they have in there? Greg Hancock and Billy Hamill. I can see Greg being in there; but it should have been Greg and me - your two number ones, not one and two. They had a little piece on me, but I think that I deserved a little more than that. They didn't give it to me, and I could see that they weren't going to give it to me. Now they're bitching because I've gone up here, and it's like, "Well, let's see. You guys are negative, you've taken all the money away, a guy can win everything and make $400. Whoopee. His life is on the line and all they're worried about is bankruptcy. It's like they've got two sets of books: One they can erase, and the other is all red. All they ever cry is, "We're losing money." Yeah, right. Let me show you someone who is losing money.

Basically, since I've come up here I've already picked up sponsors, and the promoters are backing me. I've told them if they want to do any promotional things, I'll be there to help them out. There's just a lot of positive things going on here, and it lifts me. I am the National Champion, and I'm being looked at (that way), even if it isn't in Southern California.



Mike Faria (9) peers out from behind the bars during the 1986 Spring Classic at the now-defunct Inland Motorcycle Speedway in San Bernardino, California, and holds court from atop the victory podium at another event. Faria was far and away the winningest rider on the Southern California speedway circuit in 1986.

This move to Northern California returns you to your roots, doesn't it? How did you get your start in speedway racing, anyway?

I used to be a flat-tracker - I was District 36 number two for like three or four years in a row. I was working at Cycle Gear in Richmond, a motorcycle parts and accessory store, and the owners of that used to go to speedway all the time. They went to Napa and Cal Expo, and all the races up here. They said, "Hey, Mike, do you want to give speedway a try?" I didn't even know what the hell it was, but I told them that I'd ride anything on two wheels. I got into it, and I was on a 1937 JAP, and they said, "If you can make Division One on this, then we'll buy you a new two-valve (Jawa). This was in '75, and the two-valve was the hot motor. So I did it, and the next thing I knew, I was number one in Northern California for five years in a row ('76-81).

In 1982, I decided to spread my wings and move to Southern California. I spent 16 years down there, and I won the points championship 11 times. I also spent two years racing in Scotland in 1995 and '96, and in 1988 I raced for the (British League's) Belle Vue Aces.

At the time, it probably seemed pretty cool to get those European rides, but looking back on it now, doesn't it seem that when riders leave here, the American program suffers? It seems like before, riders used to go over for the money and a shot at the World Championship. Now a lot of them seem to go over just for the money.

Definitely it does hurt when you lose your top riders slicin' and dicin'. It's like in basketball, when you see Michael Jordan play against Karl Malone. You know that those guys have to be at their very best. That rider's gonna be on his game, and you'd better be on your game too. When everybody's gone, you can let your back down a little bit.

Was the abundance of the top riders what you think made the sport so hot in Southern California during the late-'70s and early-'80s?

I believe it was, but you have to remember that they were paying all those hot riders, and a guy could make a decent living at it - putting his life out on the line, racing. When they took all the money, they took away all the good riders. They (the riders) just weren't enthused with it anymore. And that's why we don't have any new riders coming into the sport.

It's the same thing over in England. They're starting to cut the money back, so riders aren't going back over. Chris Manchester - he's not going back over there this year. If you don't have a good sponsor or backer over there, then you're going to struggle.

Once you struggle, your confidence goes down and your enthusiasm goes down. That's why right now I've got a big lift going, because I've gotten back to my roots, and I've got people helping me before we've even started racing. I had people backing me in Southern California, but nothing like these people are backing me.

You had backing straight from the Jawa factory at one point in your career, didn't you?

Yes. I rode the center-port dual-overhead cam Jawas for Bill Cody Racing, and he had one of their engine builders come over here, and I was a factory Jawa rider. They took care of me really well. I think I stayed with them for two or three years before I went to England in 1988.

You were always a favorite to win the U.S. National Championship from way early in your career, but it sure seemed like it took a long time for you to finally get it in '90. How frustrating was it for you all those years?

It was frustrating, you said it: You just had to bite your tongue and take it with a grain of salt and say that you'd get 'em next year. But then you get tired of those years, so... I don't know... Afterwards, you just went out and drank a lot of beer and drank your sorrows away (laughs).

It wasn't the end of the world. I did win the points (those years), so it wasn't a total loss. The majority of the time, I was still on the podium.

Then it happened in '90 and right away again in '91. How do you remember those?

Well, I had backing from Russell Racing. Warren Russell had the big bucks, and he had me on the best equipment. We just put it all together. When you have the best equipment, and you know you're the best guy there, your confidence is just way higher. I didn't have to worry about anything.

Last year, you had to have perfect heats all night *and* win what was basically a dash to become National Champion. Did winning the title that way give you a greater sense of accomplishment than those back-to-back wins?

Yes. That (format) just all goes back to that non-AMA thing, but if you want to have a Grand Prix, then you've got to have more than one race. That was just the promoter/rider trying to do it all. I don't think he really even asked any riders if they would like that program. I don't know what he was thinking. Either way, you still had to be on top all night. It was going to take at least 12 points to be in that A Final, or if you had 11 points, you had to win the B Final to make the A.

It wasn't only that, but also the fact that we had the World Champions there. Billy (Hamill) had won the World Championship the year before, and Greg (Hancock) had won it this last year. Both of them were World Champs. We beat the best.

Who would you characterize as your greatest rival on the race track over the years?

Jeez, there's been a number of 'em, because I've been racing for 28 years (laughs). I'd say any of the top 10 riders (each year) were a threat to you. If Alan Christian or Steve Lucero or Bobby Schwartz was on top that year... You can't just pick one guy. Anybody in the top 10 could make the gate, and then you weren't gonna beat them. You have to look at them all the same. They were all a threat.

So now you're home. What are your plans for the new season?

Well, I want to go down for opening night at Costa Mesa, but then basically I want to concentrate on Northern California - Auburn is on Friday and Dixon is on Saturday. I'll do special events in Southern California, and that will be about it. I've got some new people on board with me - Phil Reome Inc., Arai helmets, Offbeat Productions. Then I still have JRM, STP, Oilzall, NJK and Dr. Stine from Southern California. Frank Diaz will be my engine tuner. He helped me way back when I started racing.

There are likely to be two National Championship races this next year. One will be AMA-sanctioned and will likely not be. What are your thoughts regarding which one will take precedence, be the most important?

They're both going to be big-money races, so now we've got two big races, which is what speedway really needs. They ought to put the three or four race tracks together and have a Grand Prix system, but it's the same old problem that we've seen the last 15 years. It's this "promoters fighting" shit. We need to work together. When you fight, one guy loses, the other guy wins. We need everybody to win.

But I'd have to go with the AMA. I've been with the AMA for over 25 years, so I'm going to stick with them. I think that they have been more loyal to me than anybody. They've taken me to the Overseas Final, they've taken me to Russia - they've paid my way. They've taken good care of me. They've kept their part. They haven't been that bad. I don't know what the promoter's problems are with them.

Finally, the inevitable question: After all, you're 41 years old now...

Well... yeah... so? What's that got to do with the price of gold (laughs)?

So how much longer are you going to go before you pull out the big "R" word?

I don't know. I keep getting older and it keeps getting easier. I feel young, I feel spunky and I still got it. One day maybe I won't and then, bam, I'll just say, "That's it." It'll be a cold-turkey thing. Someday, when I do quit racing, I'd like to maybe promote a race track, because I think I can do it right and be fair with the riders, like they do it at Auburn. (Auburn promoter) Dave Joiner has gotten a sponsorship from Auburn Toyota, where they put up $200 into the main-event purse, and he already puts in $500. Auburn's sponsor is putting money into the rider's pocket, and not Dave's pocket. I think that's the way it should go. I don't mind the promoters making money, but I think that they should be fair about it.

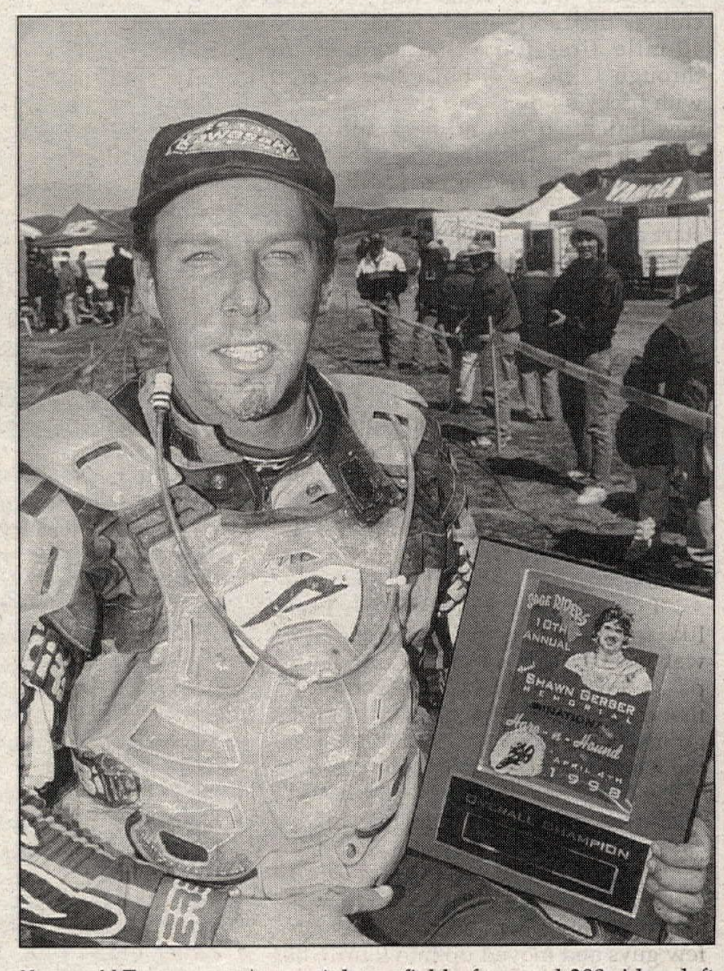
But I'll keep doing speedway because I do love it. Next to my wife, I love it. When you climb on a speedway bike, you've got something exciting between your legs, pal. There's nothing like it. Feeling the power, sliding it through the corner, getting that checkered flag and winning - it's still an awesome feeling.

So you'll just keep going?

Yep. Hey, I refuse to grow up anyhow. CN

Round 3: Shawn Gerber Memorial Hare and Hound

DESTRY RIDES AGAIN



Kawasaki Team Green's Destry Abbott posted his first-ever National Hare & Hound victory, in Utah.

By Anne Van Beveren
Photos by Tom Van Beveren

DELTA, UT, APR. 4

Snow fell on the racers and cut an entire loop out of round three of the AMA National Championship Hare & Hound Series, held near Delta, Utah, but it was a day in the sun for Kawasaki's Destry Abbott.

The Kawasaki Team Green racer battled handlebar to handlebar with Ty Davis in the first half of the race, then used the extra top end of his KX500 to outrun the Yamaha pilot on the fast roads of loop two. When the race was over, Abbott was ahead by a bike length and had taken the first overall win of his National Hare & Hound career.

"Coming into the finish, it was really tough because we caught lappers, and Davis was really back on me, but I made it and I'm just so happy," Abbott said. "Besides the qualifier (a special-test win at last year's ISDE in Italy), this is my first really big win. It feels great."

With three different winners in the first three rounds of competition, this year's seven-race Hare & Hound series is a far cry from the easy-to-call foregone conclusions of years gone by. (Dan Smith dominated the event for the first five years, Danny Hamel won it five times in a row, and Ty Davis took six out of seven events last year.)

But what a difference a new season makes. With one race to go before the summer hiatus, the points race is still way too close to call and, with less than 100 yards deciding the win in two of the three events run so far, the only prediction that anybody is making is that the racing will be fast, furious and close all year long.

Round three of the Hare & Hound series was supposed to be a three-loop, 108-mile race through the desert and mountain terrain near Delta, about 120 miles south of Salt Lake City, but snow in the days leading up to the event scratched the final loop and cut the event to a little over 74 miles.

A large field of around 300 riders left the line when the banner dropped at 11:15 a.m. and it was full speed ahead through the infamous sand dunes that gave the Little Sahara riding area its name.

"We like to run them through the sand because it gives them a chance to get straightened out," said Preston Gerber of the Sage Riders MC.

The race, officially known as the Shawn Gerber Memorial Hare & Hound, was in its 10th and final year as a memorial to Gerber's son, who died as a result of complications from the flu.

Round-one winner Ty Davis led the way as the front-runners passed the bomb and picked up the start of the rib-boned trail. KTM-mounted Nick Pearson was in second, and Abbott was holding his own in third. Pearson powered past Davis shortly after the bomb, and it was Pearson, Davis and Abbott, followed by Paul Krause, Todd Hoy, 250cc-mounted Ed Sorenson, round-two winner Brian Brown, and Gas Gas racer Greg Zitterkopf at the 4-mile mark.

"I had the early lead, but Pearson got by me - pretty much outpowered me - then we followed him for a long time, just the three of us: Pearson, me and Abbott," Davis said. "There was no dust. Everybody just keyed off the lead guy, and we had a really good race."

Dan Richardson, who took the Vet-class win in rounds one and two of the series, was not having anything that resembled a really good race.

"That was the worst start I've probably gotten in five years," said Richardson, shaking his head. "I missed the kickstarter when they dropped the ban-

ner and then, in the little gully right before the flags, I hit a G-out and went over the bars, so I was just passing people like crazy the whole first loop."

Dave Ondas also had problems before he cleared the starting area.

"I fell in the sand dunes on the start. Somebody took me out," Ondas said. "I got a two-kick start, and I started going, and that's when I got taken out. I started like last."

The day was overcast with an arctic chill as the racers headed out into the 40-mile first loop that took them through 12 miles of burn area littered with tricky stumps, and then into some new trails that wound back and forth through tightly packed cedar trees.

"It was fast in the beginning, so I didn't do very well, but I had an okay start and, once we got into the trees, I was able to pass people," said Yamaha-mounted Shane Esposito, who was hoping for a repeat of his 125cc-class win in round two.

As the loop progressed, the race settled into a three-way battle for the lead between Pearson, Davis and Abbott.

"Paul Krause was right behind us, and we just freight-trained for a long time - almost for the first full loop," Abbott said. "We had a great ride. Then Krause kind of dropped out and it left us three."

"I gated well," Krause said. "I was like fourth at the smoke bomb, and I was where I wanted to be - in the lead pack - but about halfway through the first loop I dropped back, and I lost the group. From there on, I rode by myself the whole way. I just kept telling myself, 'Go, go, go!'"

Zitterkopf was also telling his bike to "go, go, go," but to no avail.

"I got a great start - I was seventh," Zitterkopf said. "I think I was first 250 and probably first Vet, and I passed a few guys and moved up into fourth, but I guess the main bearing went out. It locked up and seized, so I turned around and went back to the pits."

Zitterkopf won the series in 1996 and is planning to tackle the rest of this year's races on his Gas Gas.

The racing was close as the loop progressed. The course included roads, established trails, winding two-track and short, narrow sand washes, and there was a good dusting of snow in the higher elevations.

"The course was a lot of fun back in the trees," said Hoy, who was as high as fifth overall before clutch problems put him out of contention. "The bike just wouldn't run. I finished the race but I was way back there."

Davis had edged around Pearson to take over the lead by the time the racers headed in for gas but only a few feet separated them, and Abbott was right on their tails. Krause was about 15 seconds back in fourth overall; Sorenson led the 250cc pack in fifth overall; and Brown, Yamaha's Donnie Book, KX250-pilot Hengeveld, Hoy, Dave Hamel, Jeff Capt, Oakley Lehman, Richardson and Ondas rounded out the top 14. Brandon Gerber led the four-strokes through in 15th, two spots ahead of 125cc-class leader Esposito.

The casualty count started to mount in the early stages of the second loop.

"I just hit a stick but it yanked my finger all the way backwards and split the skin," Jason Kawell said. "I think it's broken. I had a terrible start, and I ran out of gas coming in on the first loop, too."

Jeff Capt parked his KX500 after a crash about half a mile into the loop.

"I went into a fast corner in the tight trees. I was on the binders and hit a whoop right before it, and it just flipped me over the bars," Capt said. "It was my fault. I just crashed, and I was too sore to go on. I hurt my leg and my ankle pretty bad."

But the worst was yet to come. After missing the round-one win by just a bike length and sitting out round two with a separated shoulder, Nick Pearson's luck ran out for a third time in loop two. The KTM racer was running third overall when he hit a hidden rock and crushed three of his toes. Pearson kept the bike upright but was in too much pain to continue. Pearson's cast will make him a perfect match for his brother Russ, whose right foot has been in a cast since he broke two toes in a crash in round two of the series.

With Pearson out of the running, loop two became a two-way tussle between Davis and Abbott, and with the change in terrain, things started to go Abbott's way.

"He was catching me on the second loop" the Yamaha YZ400F-mounted Davis said. "They had some roads there and he reeled me in. I tried to hold him off but there was nothing I could do on the roads. I was trying to hog the whole road, but he had more power and went by me."

Davis got Abbott back when the course tightened up again, and the 34-mile second loop turned into a back-and-forth battle between the two top racers.

"I got by him again, but then we got on another road and he ate me up," Davis said. "We were close the whole loop. Eventually, I knew we were getting to the end, and he knew it, too. We were just going 110 percent and he ended up winning. He rode really good."

The key to success, according to Abbott, was horsepower and surviving a shared section of course right before the checkered flag.

"My bike was a little faster than his, so I was pulling him down the straightaways, but then, coming in here, it was really tough because we caught lappers, and he really went back on me," Abbott said. "Picking off the lappers was tough. I don't think they knew that we were on the same course as them right towards the end."

Abbott completed the snow-shortened 74-mile course in two hours. He was just a few bike lengths ahead of his race-long rival, but that was enough.

"I'm really happy to beat Davis and finally win a hare and hound," said Abbott, who celebrated his win while standing in falling snow. "It was a great race. I really felt good, and I was real happy with the way I was riding when I was behind Davis and Pearson. I figured that if I could just stay right there, I would have a good chance to win, and it worked out.

"The bike's just working awesome," continued the Kawasaki Team Green/Pro Circuit/Acerbis-backed racer. "Pro Circuit and Kawasaki are really doing a great job with these things."

Abbott's celebration did not last long. His euphoria was cut short right after the race, when he loaded his bike and then turned around to find that the steering stabilizer he had removed just seconds before had been stolen.

"I can't believe it," Abbott lamented. "I turned my back for less than a minute and somebody took it."

To add insult to injury, Abbott had borrowed the stabilizer from Kawasaki mechanic John Braasch.

Nick Pearson (3) leads Ty Davis and the rest of the pack shortly after the start.

"These things don't come cheap, and now I have to buy one to replace it," said Abbott. "I was on a real high and then I was really bummed. I'm hoping somebody saw who did it, and that I can get it back."

Davis, who now has a win and two seconds toward his quest for the series win, was happy with his ride and with the course.

"The course was awesome. This club always does a really good job," said the Yamaha-backed racer. "The markings are really good and the course was easy to follow. As many esses as we go around in these bushes, weaving in and out, normally a course like this would be hard to follow. They do a super job and I love coming here."

Third overall, and six minutes behind the leaders, was KX500-mounted Krause.

"My only problem was breathing. I'm all stuffed up because I've been fighting a cold all week. I'm probably lucky the race was shorter today," Krause said. "Dave Chase has been building my bikes and he did a super job, and I had a really good ride all day. I didn't miss one turn all day, and I never crashed into anything that should've been danger-marked. I think the club did an excellent job."

Fourth overall went to KX500 racer Brian Brown, who reported that there was a little too much road for his liking but some great tight terrain to make up for it. Fifth overall and first 250cc went to Ed Sorenson.

"I liked it," said Sorenson. "It was real fun. I just got passed by these big-bores out in the flats."

Donnie Book recovered from a 20-something start to finish sixth and edge his Yamaha into second place in the 250cc division, just ahead of KX250-mounted Steve Hengeveld, who ran out of rear brakes at the end of loop one and lost time changing them in the pits.

"Hengeveld and I hooked up and battled for a while. I was able to pull away from him for a little bit and, after the pit, I was hoping to just be able to cruise, because my wrists were hurting, but he was right behind me again about 10 miles out from the finish," said Book. "I just said, 'It's time to go; I have to tough this one out and put up with the pain.'"

Dan Richardson recovered from a slow start to cross the finish in 11th overall and take his third Vet-class win of the series.

"I passed more people today than I have in the last two years of racing, but everything other than my start was perfect," Richardson reported.

Dave Hamel and Dave Ondas rounded out the top 10, and Esposito took the 125cc-class honors in 11th overall.

"It was real fast but it was a good course and everything was marked," said Esposito. "I had a real good race and I'm proud of the way things went."

The Four-Stroke win went to Brandon Gerber in 12th.

"I don't know if I was even in the top 20 off the start; then people just started breaking down or crashing, and I'd pick one or two off here and there - just work my way up," Gerber said. "I lost my silencer about halfway through the second loop, and I stalled the motor a few times and had to work my way back past people when I got it started, but all in all I had a good time."

Senior honors went to Steve Pitts of Layton, Utah.

"It's a pity they had to shorten the course, because it was really good. It could've been an exceptional course with that little bit of extra distance," said Pitts, who rode an ATK 250. "It was marked well, and they weren't taking any chances on people getting lost. They even had people pointing out the major turns on the course, so nobody got lost." CN

Shawn Gerber Memorial Hare and Hound
Delta, Utah
Results: April 4, 1998 (Round 3 of 7)

O/A: 1. Destry Abbott (Kaw); 2. Ty Davis (Yam); 3. Paul Krause (Kaw); 4. Brian Brown (Kaw); 5. Ed Sorenson (Kaw); 6. Donnie Book (Yam); 7. Steve Hengeveld (Kaw); 8. Dan Richardson (Kaw); 9. Dave Hamel (Kaw); 10. Dave Ondas (Kaw); 11. Doug Chiapuzio; 12. Shane Esposito (Yam); 13. Brandon Gerber (Yam); 14. Jeff Lundgreen; 15. Mark Lundgreen (Kaw); 16. Jason Fox; 17. Tommy Ady; 18. K. Brown (Kaw); 19. B. Fox; 20. Oakley Lehman (Kaw).

OPEN EX: 1. Destry Abbott (Kaw); 2. Ty Davis (Yam); 3. Paul Krause (Kaw).

250 EX: 1. Ed Sorenson (Kaw); 2. Donnie Book (Yam); 3. Steve Hengeveld (Kaw).

125 EX: 1. Shane Esposito (Yam); 2. Dana Van-Stee (Kaw); 3. Erik Griffith.

0-30 EX: 1. Dan Richardson (Kaw); 2. Mark Lundgreen (Kaw); 3. K. Brown (Kaw).

0-35 EX: 1. Steven Swatsherd; 2. Kevin Bogue.

0-40 EX: 1. Steve Pitts (ATK); 2. Darrol Brown (Hon); 3. Brian Hunt.

4-STRK EX: 1. Brandon Gerber.

S/SR: 1. Kevin Dans.

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES POINT STANDINGS (After 3 of 7 rounds): 1. Ty Davis (80/1 win); 2. Destry Abbott (69/1); 3. Dave Ondas (50); 4. Brian Brown (48/1); 5. Daniel Richardson (41); 6. Steve Hengeveld (35); 7. Paul Krause (34); 8. Nick Pearson (25); 9. Doug Chiapuzio (24); 10. Oakley Lehman (22).

Upcoming Rounds:
Round 4 - Lucerne Valley, California, April 26
Round 5 - Wells, Nevada, September 12

LEADERBOARD

1998 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP SERIES
(After 1 of 15 rounds):

1. Max Biaggi (Hon), Italy (25/1 win)
2. Tadayuki Okada (Hon), Japan (20)
3. Noriyuki Haga (Yam), Japan (16)
4. Alex Criville (Hon), Spain (13)
5. Kyogi Nanba (Yam), Japan (11)
6. Nobuatsu Aoki (Suz), Japan (10)
7. Alex Barros (Hon), Spain (9)
8. Carlos Checa (Hon), Spain (8)
9. Simon Crafar (Yam), New Zealand (7)
10. Sete Gibernau (Hon), Spain (6)

TOM KIPP

250cc WORLD CHAMPIONSHIP SERIES
(After 1 of 15 rounds):

1. Daijiro Katoh (Hon), Japan (25/1 win)
2. Shinya Nakano (Yam), Japan (20)
3. Naoki Matsudo (Yam), Japan (16)
4. Tetsuya Harada (Apr), Japan (13)
5. Olivier Jaque (Hon), France (11)
6. Yukio Kagayama (Suz), Japan (10)
7. Loris Capirossi (Apr), Italy (9)
8. Jose Luis Cardoso (Yam), Spain (8)
9. Noriyasu Numata (Suz), Japan (7)
10. Jeremy McWilliams (Hon), England (6)

125cc WORLD CHAMPIONSHIP SERIES
(After 1 of 15 rounds):

1. Kazuto Sakata (Apr), Japan (25/1 win)
2. Tomomi Manako (Hon), Japan (20)
3. Masao Azuma (Hon), Japan (16)
4. Lucio Cecchinello (Yam), Japan (13)
5. Nobuyuki Osaki (Yam), Japan (11)
6. Gianluigi Scalvani (Hon), Italy (10)
7. Hiroyuki Kikuchi (Hon), Japan (9)
8. Masaki Tokudome (Apr), Japan (8)
9. Takashi Akita (Yam), Japan (7)
10. Marco Melandri (Hon), Italy (6)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 2 of 14 rounds):

1. Noriyuki Haga (Yam), Japan (91/3 wins)
2. Troy Corser (Duc), Australia (70)
3. Carl Fogarty (Duc), Britain (66/1 win)
4. Aaron Slight (Hon), New Zealand (53)
5. Pier-Francesco Chili (Duc), Italy (40)
6. Colin Edwards II (Hon), Conroe, TX (37)
7. Akira Yanagawa (Kaw), Japan (33)
8. Peter Goddard (Suz), Australia (26)
9. Scott Russell (Yam), Jonesboro, GA (22)
10. James Witham (Suz), England (20)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 2 of 13 rounds):

1. Anthony Gobert (Duc), Australia (60/1 win)
   Mat Mladin (Suz), Australia (60)
3. Doug Chandler (Kaw), Salinas, CA (59)
4. Jamie Hacking (Yam), England (55)
5. Aaron Yates (Suz), Milledgeville, GA (54)
6. Ben Bostrom (Hon), Granada Hills, CA (48)
7. Thomas Stevens (Duc), Woodstock, GA (46)
8. Tom Kipp (Duc), Chardon, OH (41)
9. Scott Russell (Yam), Conyers, GA (38/1 win)
10. Thomas Wilson (H-D), Oregon, OH (34)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 2 of 13 rounds):

1. Doug Chandler (Kaw), Salinas, CA (74/2 wins)
2. Steve Crevier (Suz), Canada (54)
   Miguel DuHamel (Hon), Canada (54)
   Eric Bostrom (Hon), Granada Hills, CA (54)
5. Jason Pridmore (Suz), Ventura, CA (53)
6. Nicky Hayden (Hon), Owensboro, KY (52)
7. Ben Bostrom (Hon), Granada Hills, CA (48)
8. Steve Rapp (Suz), Lafayette, CA (45)
9. Larry Pegram (Suz), Baltimore, OH (42)
10. Tripp Nobles III (Hon), Macon, GA (40)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 2 of 13 rounds):

1. Richard Alexander Jr. (Suz), Carmel, NY (66/1 win)
2. James Randolph (Suz), Santa Rosa, CA (57)
3. Mario DuHamel (Suz), Canada (53)
4. Jamie Bowman (Suz), Tequesta, FL (52)
   Steve Rapp (Suz), Lafayette, CA (52)
6. Chris Rankin (Kaw), Austin, TX (50)
7. Jimmy Moore (Suz), Eugene, OR (46)
8. Dale Keiffer (Suz), Las Vegas, NV (45)
9. Mike Sullivan (Suz), Centralia, WA (44)
10. John Jacobi (Suz), Bloomington, IN (43)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 2 of 14 rounds):

1. Chuck Sorenson (Yam), Discovery Bay, CA (66/1 win)
   Takahito Mori (Hon), Japan (66/1 win)
3. Roland Sands (Yam), Long Beach, CA (64)
4. Randy Renfrow (Hon), Fredericksburg, VA (54)
5. Rodney Fee (Hon), Canada (48)
6. Kurtis Roberts (Hon), Turlock, CA (46)
7. Bruce Lind (Yam), Snohomish, WA (31)
   Perry Melneciuc (Hon), Lehigh Acres, FL (31)
9. Mark Foster (Yam), San Juan Capistrano, CA (26)
   Jefferey Vos (Hon), Holland, MI (26)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 2 of 13 rounds):

1. Shawn Higbee (Bue), Waterford, WI (70/1 win)
2. Paul Harrell (Tri), Canyon Country, CA (53)
3. Mike McClean (Duc), Corte Madera, CA (52)
   Michael Gage (Tri), Baldwin Place, NY (52)
5. Thomas Hull (Duc), Mesa, AZ (49)
6. Thomas Tucciarone (Duc), San Francisco, CA (47)
7. Mark Miller (Bue), Long Beach, CA (46)
   James Lickwar (Tri), San Francisco, CA (46)
9. Bill St. John (V-2), Cullman, AZ (44)
10. David Keefer (Bue), Laramie, WY (38)

AMA/PIRELLI FORMULA XTREME SERIES
(After 1 of 13 rounds):

1. Eric Bostrom (Hon), Granada Hills, CA (37/1 win)
2. Tripp Nobles III (Hon), Macon, GA (32)
3. Mark Miller (Yam), Long Beach, CA (29)
4. Tray Batey (Suz), Gallatin, TN (27)
5. Michael Taylor (Kaw), Canada (26)
6. Jack Pfeifer (Suz), Las Vegas, NV (25)
7. Paul Harrell (Suz), Canyon Country, CA (24)
8. Michael Smith (Suz), Canton, GA (23)
9. Mike Sullivan (Suz), Centralia, WA (22)
10. Cory Call (Suz), Sacramento, CA (21)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 1 of 12 rounds):

1. Andrea Bartolini (Yam), Italy (33/1 win)
2. Darryl King (Hus), New Zealand (27)
3. Gert-Jan Van Doorn (Hon), Netherlands (26)
   Rob Herring (Hon), England (26)
5. Peter Johansson (Yam), Sweden (24)
6. Joel Smets (Hbg), Belgium (20)
7. Johan Boonen (KTM), Belgium (17)
8. Jochen Jasinski (Yam), Netherlands (16)
9. Avo Leok (Hon), Latvia (15)
10. Shayne King (KTM), New Zealand (14)

250cc WORLD CHAMPIONSHIP SERIES
(After 2 of 16 rounds):

1. Stefan Everts (Hon), Belgium (74/2 wins)
2. Sebastien Tortelli (Kaw), France (60)
3. Tallon Vohland (Yam), Sacramento, CA (54)
4. Pit Beirer (Hon), Germany (52)
5. Jocke Karlsson (Hon), Sweden (27)
6. Mickael Maschio (Yam), Italy (26)
7. Yves Demaria (Hon), France (24)
8. Leon Giesbers (KTM), Belgium (23)
   Justin Morris (Hon), England (23)
   Jaimy Scevenels (Suz), Belgium (23)

JEFF WILLOH

125cc WORLD CHAMPIONSHIP SERIES
(After 1 of 12 rounds):

1. Alessio Chiodi (Hus), Italy (37/1 win)
2. Eric Camerlengo (Yam), Italy (31)
3. Luigi Seguy (Hon), France (26)
4. James Dobb (Hon), England (21)
   Alessandro Puzar (TM), Italy (21)
6. David Vuillemin (Yam), France (19)
7. Alessandro Belomoti (Yam), Italy (17)
8. Brian Jorgensen (Suz), Denmark (15)
9. Phillippe Dupaasquier (TM), Italy (14)
   Frederic Vialle (Yam), France (14)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 13 of 16 rounds):

1. Jeremy McGrath (Yam), Canyon Lake, CA (268/6 wins)
2. Kevin Windham (Yam), Baton Rouge, LA (237/2 wins)
3. Ezra Lusk (Hon), Bainbridge, GA (224/3 wins)
4. Larry Ward (Suz), Florence, SC (190/1 win)
5. Mike LaRocco (Hon), South Bend, IN (189)
6. Mickael Pichon (Suz), France (168)
7. Doug Henry (Yam), Oxford, CT (163)
8. Damon Huffman (Kaw), Acton, CA (150)
9. Jeff Emig (Kaw), Riverside, CA (146)
10. Jimmy Button (Yam), Scottsdale, AZ (139)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 8 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (175/7 wins)
2. Robbie Reynard (Suz), Norman, OK (121)
3. Brock Selliards (Hon), New Philadelphia, OH (113)
4. Casey Lytle (Hon), Santa Clarita, CA (101)
5. Shae Bentley (Kaw), Ellenwood, GA (68)
6. James Povolny Jr. (KTM), Mendota Heights, MN (63)
7. Tony Lorusso (Suz), East Hartford, CT (62)
8. Jim Neese (KTM), Greensboro, NC (58)
9. Robbie Skaggs (Yam), Lawrence, KS (54)
10. Paul Currie (Kaw), Naples, FL (52)

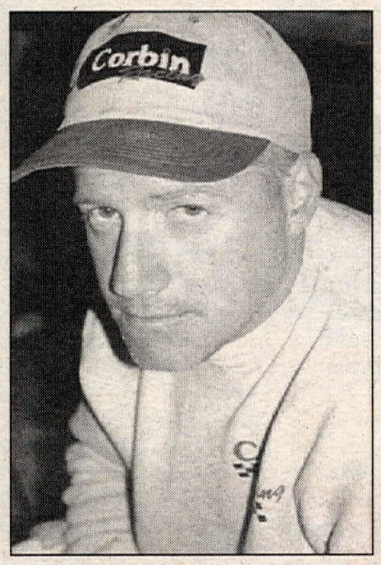
AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 6 of 7 rounds):

1. John Dowd (Yam), Chicopee, MA (134/2 wins)
2. David Vuillemin (Yam), France (131/3 wins)
3. Stephane Roncada (Hon), France (123)
4. David Pingree (Hon), Menifee, CA (93)
5. Nathan Ramsey (Kaw), Hixon, TX (91)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (79)
7. Michael Brandes (Suz), Quail Valley, CA (72)
8. Jason McCormick (Hon), Vancouver, WA (65)
9. Jeff Willoh (Suz), Glendale, CA (58)
   Ryan Huffman (Suz), Roseburg, OR (58)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 1 of 21 rounds):

1. Scott Parker (H-D), Swartz Creek, MI (23/1 win)
2. Terry Poovey (Rtx), Euless, TX (19)
3. Brett Landes (ATK), Los Gatos, CA (16)
4. Joe Kopp (KTM), Mica, WA (15)
5. Will Davis (ATK), Goldsboro, NC (14)
6. Rich King (CCM), Waterloo, IA (13)
7. Charlie Orr (Rtx), Irving, TX (12)
8. Roger Durkee (Rtx), Dunnellon, FL (11)
9. Kevin Varnes (Rtx), New Holland, PA (10)
10. Dan Stanley (Rtx), Bellingham, WA (9)



RICH KING

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 3 of 7 rounds):

1. Ty Davis (Yam), Hesperia, CA (80/1 win)
2. Destry Abbott (Kaw), Peoria, AZ (69/1 win)
3. Dave Ondas (Kaw), Trabuco Canyon, CA (50)
4. Brian Brown (Kaw), Nampa, ID (48/1 win)
5. Dan Richardson (Kaw), Fountain Valley, CA (41)
6. Steve Hengeveld (Kaw), Oak Hills, CA (35)
7. Paul Krause (Kaw), Irvine, CA (34)
8. Nick Pearson (KTM), Pioche, NV (25)
9. Doug Chiapuzio (Kaw), Camarillo, CA (24)
10. Oakley Lehman (Kaw), Sunland, CA (22)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 3 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (55/1 win)
   Brian Garrahan (KTM), Boulder Creek, CA (55/1 win)
3. Mike Lafferty (KTM), Millville, NJ (54)
4. Patrick Garrahan (KTM), Boulder Creek, CA (35)
5. Josh McLevy (Hon), Fairfield, CT (35)
6. Luca Tussardi (Kaw), Santee, CA (32)
7. Fred Andrews (Kaw), Salem, OH (30/1 win)
8. Randy Hawkins (Yam), Travelers Rest, SC (29)
9. Rodney Smith (Suz), Oakley, CA (25)
10. Scott Summers (Hon), Petersburg, KY (25)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 3 of 13 rounds):

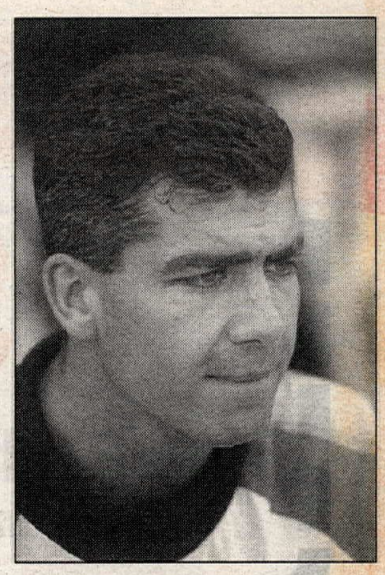
1. Fred Andrews (Kaw), Salem, OH (58/2 wins)
2. Rodney Smith (Suz), Oakley, CA (56)
3. Scott Summers (Hon), Petersburg, KY (55/1 win)
4. Randy Hawkins (Yam), Travelers Rest, SC (45)
5. Michael Lafferty (KTM), Millville, New Jersey (41)
6. Steve Hatch (Suz), Ithaca, NY (31)
   Jim Jarrett (Kaw), Minerva, OH (31)
   Barry Hawk (Yam), Uniontown, PA (31)
9. Luca Trussardi (Kaw), Santee, CA (23)
   Jason Dahners (Hbg), Redmond, WA (23)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 2 of 10 rounds):

1. Michael Lafferty (KTM), Millville, NJ (46/1 win)
2. Matt Stavish (Hon), Blaine, MN (35)
3. Doug Blackwell (Yam), Parkersburg, WV (32)
4. Ty Davis (Yam), Hesperia, CA (30/1 win)
5. Kelby Pepper (Yam), Center, CO (25)
   Fred Hoess (Suz), Stanhope, NJ (25)
7. Jason Dahners (Hbg), Redmond, WA (24)
8. Kevin Bennett (Hon), Millville, NJ (21)
9. Rich Lafferty (KTM), Millville, NJ (18)
10. Bill Adkinson (KTM), Pottsville, PA (16)

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 4 of 11 rounds):

1. Geoff Aaron (Bet), Alpine, CA (110/2 wins)
2. Raymond Peters (G-G), Beaver Dams, NY (97/1 win)
3. Ryon Bell (Mon), Canada (85)
4. Jess Kempkes (G-G), Lincoln, NE (84/1 win)
5. Brian Capper (G-G), Ansonia, CT (60)
6. Matt Moore (Mon), Sapulpa, OK (59)
   Dennis Sweeten (Mon), Oregon City, OR (59)
8. Michael Bryant (Bet), Bulington, CT (54)
9. Chris Bardell (G-G), Millerstown, PA (47)
10. Travis Fox (G-G), Montoursville, PA (45)



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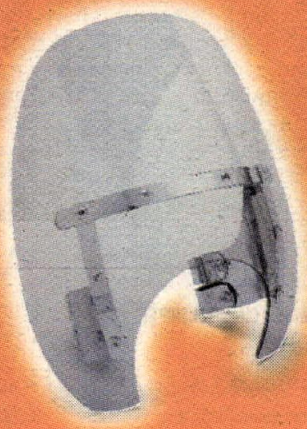

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Rules were made for stretching

By John Keogh

While taking a browse through a copy of the FIM's Road Racing Technical Rules, as you so often do, it might occur to you that there are a number of areas that could use some more liberal interpretation - interpretation that might just make racing motorcycles look quite a bit different from how they do at the moment - and it might make them faster, too.

Rules regarding engine and tuning for the various classes, even at Grand Prix level, are very specific in what they will and will not allow, but those for bodywork are notably less stringent. Since changes in bodywork might lead to improvements aerodynamically, it might well be worth experimentation and coming up with alternative shapes to those seen on the current Honda, Suzuki, Yamaha and Aprilia machinery. The question is, are current race bikes' fairings particularly aerodynamic or are there any loopholes in the rules that might allow different bodywork for increased top speed?

Let's have a look.

The main rules concerning bodywork or streamlining are Articles 45.01 and 45.03, which state that you can't cover the wheels or extend fairings beyond the front and rear wheels, and also Article 45.06, which states that you can't cover up the rider in wind-cheating bodywork.

So that's the streamlined top-speed-record-breaker appearance out the window! Not that you'd want such enclosed bodywork anyway, because of the modern way of riding that sees the rider hanging off in corners and generally shifting all around the bike.

However, it may be possible to get a significant advantage from detail design. And, of course, a small advantage can make a big difference when there are worldwide reputations of the big factory teams - and the major advertisers sponsoring them - resting on getting results.

So, if we can change a little bit of fiberglass bodywork and gain 10 mph on a long straight or even 0.3 of a second per lap, it would be well worth it.

If we start at the front of the bike, we will already see some areas that allow bodywork different from that seen on current bikes.

In recent years, as designers have put sleeker noses on bikes to better cut through the air, the front-bodywork rule has changed to its current condition of no fairing allowed further than 100mm ahead of the front-wheel spindle. Looking at bikes like the Honda NSR500 or Suzuki's RGv, we can see quite a sharp-angled profile right up to this 100mm limit - or, in Suzuki's case, beyond it and having to be cropped back a little. But are these shapes really as wind-cheating as they could be? Do airliners have sharp noses? Well, no, not unless they're designed to go supersonic. For low-speed aerodynamics, it might be preferable to have a softer, bulbous shape more like the Yamaha's 500cc Grand Prix bike or Aprilia's 250. This year, in fact, Aprilia has changed last year's slimmer road-version fairing of the RS250 to the more bulbous, more aerodynamic race version of Tetsuya Harada and Loris Capriossi's bike - I wonder why?

The complete aero package might look something like this. The enclosed front wheel minimizes turbulence created by the spinning hoop, and a rear-mounted radiator helps keep the frontal area to a minimum. The suit helps keep the contour created by the front fairing intact all the way to the large tailsection - producing better laminar flow and therefore less drag.

At least as significant, however, is that moving vertically downward we find that it is not the upper fairing that hits the air first but, of course, the front tire, which is spinning, and therefore completely disturbing the airflow from there on. What would be useful is a fully shrouded front wheel, which is of course what the '50s Grand Prix bikes did with their "dustbin" fairings. But the rule that banned these fairings is still with us in Article 45.01, which states that we must be able to see the front wheel. However, 45. 01 also states, "with the exception of the part hidden by the mudguard."

Therefore there is nothing preventing us from having a large mudguard and shrouding the wheel in at least this area.

But how large?

Article 43.02 states: "The front mudguard must cover at least 100 degrees of the circumference of the wheel. In this area the wheel may be covered, respecting the angles mentioned below. The angle formed by one line drawn from the front edge of the mudguard to the center of the wheel and one drawn horizontally through the center of the wheel must be between 45 and 60 degrees. The angle formed by one line drawn from the rear edge of the mudguard to the center of the wheel and one drawn horizontally through the center of the wheel shall not exceed 20 degrees."

Got that? The key thing in this rule, as with many rules, is what it does *not* say. In this case, it is not made clear if the 20-degree angle for the rear edge is above or below the horizontal line. This means we could be liberal in our interpretation of the rule and take it below. We might further shroud the whole wheel area, including the brake discs and nasty, very unaerodynamic forks, but still be within the letter of the rules. If the scrutineers complain, you can say that it is still possible to see the front wheel rim except for "the part hidden behind the mudguard"!

At this point you might get banned for not respecting the spirit of the rules, but let us not be deterred.

Shrouding the wheel in this way would probably cause heat buildup in the brakes, so vents would be needed, particularly for steel brake rotors. Covering much of the spinning components and the uneven front forks that so disturb the airflow for the rest of the bike should considerably help the aerodynamics as we go further back and might offset any problems.

Once off the front wheel and sleek fender it would then be useful to extend the lower bodywork forward as close as possible to the tire while still allowing for suspension and steering movement. This should help allow continuation of a hopefully laminar (good!) airstream. Most modern fairings already do this to a degree, partially covering the front wheel by exploiting the rule that says it is the wheel rim that must be visible from the side, not the whole tire.

However, these are usually much wider currently than might be possible here if we have already shrouded the majority of the wheel with our superfender. In this case we might as well bring the fairing width as close as possible to that of the tire and fender. If we can also incorporate an exit area just behind the front tire for the disturbed air pulled around its lower, still-exposed portion, then all the better.

Every motorcyclist knows that a good racing tuck is more aerodynamic than sitting bolt upright. The front screen can be made to maximize the benefits of this tuck, and you will often see production racers using different screens than stock to better clear the flow around their helmets when crouching. Scott Russell currently uses a higher "aero" screen on his Daytona-winning Yamaha rather than the standard YZF model's.

There are two schools of thought here: (1) that you use a high screen and deflect air around the helmet, or (2) use a much smaller screen (such as on the Ducatis) and let the rider's nicely rounded helmet do the job of cutting through the air instead. The latter may not be as comfortable as the first option, but number two proved almost as effective with Anthony Gobert being just edged for pole by Russell at Daytona. (Or could

that be the fact that his Ducati has more torque than anyone else's bike? Quick - check the rulebook!)

We have said that a key rule regarding bodywork is 45.06, which states: "The rider... must be completely visible... when looked at from the side."

But the important wording comes before this, with the rule saying that this is with the rider "in the normal driving position."

An extended screen would be allowed even though it partially hides the rider's head when in a racing tuck, simply because it can be said that such a tuck is not "the normal driving position," whatever that might be! At this point, if you are still arguing with the scrutineers, I would say you have a problem.

The next big hurdle for the air is the widest part of the vehicle: the rider! Unfortunately, on a modern road-racer this means a center of pressure forward of the bike's center of gravity. This causes some instability, a bit like a dart thrown backward. The rider is also usually where the air separates (goes non-laminar in a major way - bad!), and therefore creates drag, compounded by the fact that this happens at the widest part (very bad!).

We could try to minimize this separation by getting the rider to wear smoother leathers akin to a ski-racer's suit, but we obviously still need to incorporate body protection. Perhaps a combination of a smooth-skinned Kevlar suit with not only armor but special aerodynamic padding on the back and at the sides could help keep flow attached or at least minimize its disturbance.

Many riders already have a small hump on the back of their leathers for this very reason, but these humps need to be larger and matched to special helmets to be truly effective. As well as helping to reduce drag as air separates off the back of the helmet, they should also give added back protection. The addition of side humps would help smooth flow coming off the rider's arms in the tucked position, as would extensions to the calves and boots - something already on some current Alpinestars!

All of this additional bodywork and rider padding has a major benefit that might mitigate any problems of extra weight or mechanical deficiency. It also allows more space for sponsorship logos...

We have to accept that the airflow will be more turbulent and will probably separate or stop flowing smoothly at some or all points around the rider no matter how smooth his or her clothing is. If you have ever ridden at a certain speed and been buffeted from side to side, this could well have been due to the air unevenly separating from your back and helmet. The rules states that we can't enclose a rider in bodywork - not that we would want to, but how else can we get around this major drag-causing problem of flow separation?

Illustration 3: Riders Suit - caption

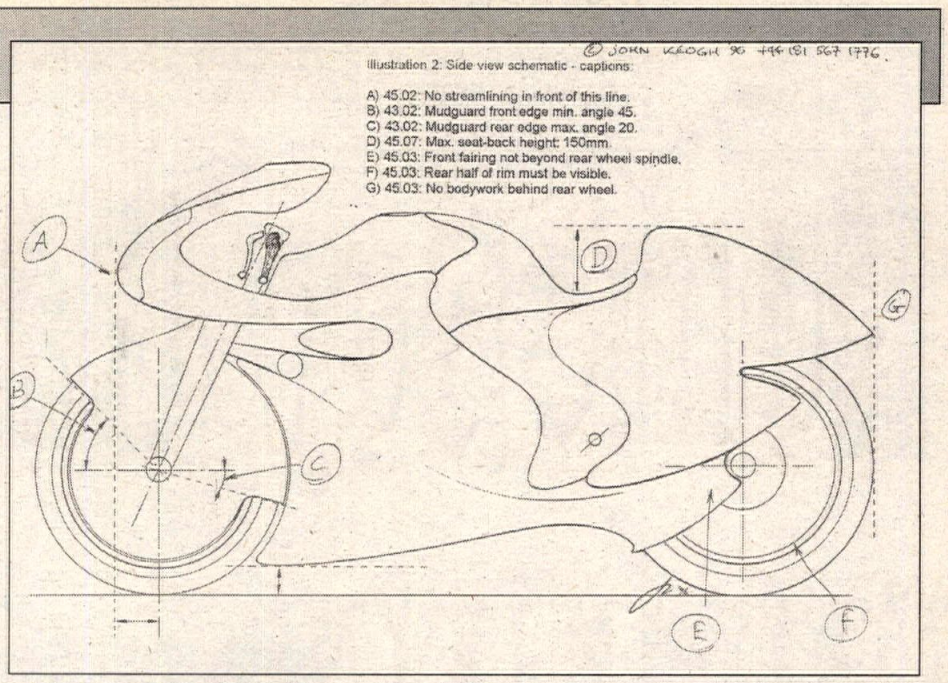
We need to make the rear bodywork as large as possible up to the size of the rider in order to try to get the air to reattach, or smooth out again, after going over the rider's body.

This large fairing would then taper gradually in the manner of a teardrop. Ideally it would get the air flowing properly again and prevent any further separation until right at the back of the bike. However, given that it has already been messed up by a rider of relatively large cross-sectional area, this would probably require a very large tailcone.

Again, the rules say no bodywork can protrude beyond the back of the rear tire, so that's out. The rules also state that the fairing behind the seat cannot be more than 150mm above the seat itself. And, of course, you must be able to see the rear wheel - or at least the back half of it (Article 45.03).

All we can do, then, is make the rear streamlined section as large as possible within these restrictions. It is this sort of rear-end aerodynamics that are currently being experimented with by Aprilia and Honda on their 250cc GPbikes, after being originally pioneered by Yamaha with their droop-tailed Harada bike in '96. It helps considerably if your rider is quite small so the droop-tail piece can be tailored to his physique. But he would further benefit from a special helmet and back hump, which, while being currently experimented with, are probably not big enough. Most of the GP bikes still leave the exhausts out in the open and do not extended the tail unit sideways to catch the flow off the front fairing and rider's boots, even though they have extended the front fairing as far back as allowed (i.e., to the rear-wheel spindle).

Suzuki has followed a similar if less-radical path with their GSXR750 in World Superbike. Suzuki also claims that this tail unit, by reducing the wake behind the bike, stops a following rider from drafting. In all likelihood it is probably too small and short to fulfill such a claim, and it is simply impossible to fully eliminate a lower-pressure slipstream no matter how aerodynamically perfect the bike is. In reality, even a larger droop tail such (as shown in the illustrations) will not be sufficient to smooth this turbulent wake; but it could help - and, as we know, every second counts.



(Above) This drawing illustrates the basic restrictions regarding bodywork in Grand Prix racing today. The Article number from the FIM rulebook that dictates each of these parameters follows its letter code.

(Left) Return of the saggy butt: Yes, he does look stupid, but then compare Mick Doohan's outfit with Geoff Duke's! The smooth-skinned suit would include back and side lightweight foam-padding "humps" for improved aerodynamics, as well as boot and elbow extensions and a color scheme that is designed to work with the rider on the bike. The helmet features Indy-car-style rear trip molding to cleanly separate airflow onto back hump.

To gain additional seconds, and top speed, it would be just as well to tuck the exhausts neatly into our tail unit. But we should also pay attention to an equally important area of airflow that passes through the bike to the engine via carburetors or injectors and to the radiator for engine cooling. Only a few bikes such as the Britten V-1000 and Taylormade Triumph have successfully raced with rear-mounted radiators - incidentally, both of these raced in the same BEARS series.

Yet this is an obvious way of improving aerodynamics by allowing a smaller radiator and proper internal airflow. If we added a radiator exit venturi also within our rear bodywork, we could use a much smaller radiator compared to the vast, triple-layer cooling cores currently seen behind most front wheels. With their exits considerably restricted by a large, hot engine behind them, they are not the epitome of good internal flow.

A rear venturi would also help draw the air through the radiator (meaning smaller ducts at the front) and also help to fill in the lower-pressure area behind the bike. The exhaust, if properly managed, could be able to contribute here as well. Certainly this thinking was prevalent in the mind of Kenny Roberts and Warren Willing when they were putting together the original Modenas KR3. But after a relatively poor season, they have thrown the baby out with the bath water and shoved the radiator back to the front! If Team Roberts had had more development time away from the pressures of a season they may have been able to bring the bike's aerodynamics up to snuff with more work on internal ducting and the radiator exit flow.

Having smaller air inlets at the front means less disruption to the flow as it is first pushed aside by the bike. There is probably quite sufficient air running into the bike for engine breathing and cooling via the gap between the front wheel and bodywork necessary for suspension travel (rule 49.07).

Certainly this is where the Yamaha YZF superbike has its airbox inlet rather than the more stylized and high-pressure ducts of many bikes featuring ram-air, such as Suzuki's GSXR or Kawasaki's ZX-7. These large front ducts might give character to the road versions but are questionable aerodynamically. Certainly in superbike the bodywork rules are even more relaxed in that the requirement is only to stick to the general shape. As long as the bodywork for the homologated road version is a close silhouette to your race bike, then you're okay (Article 01.59).

The problem for the designer here is that it might be possible to build a very aerodynamically efficient race bike but that the visually identical road bike doesn't sell because people think it's ugly or the styling is a little too extreme for us conservative sport bikers.

Aerodynamics are still a gray art, particularly when dealing with motorcycles, which shift around so much more than cars. With four wheels, and especially if using wings to generate downforce, tiny aerodynamic tweaks can make the difference between being first or nowhere. With bikes, however, up-side-down wings won't work and are, at any rate, banned (Art. 45.04). So the airflow management around both bike and (just as importantly) rider is restricted to just letting them slip through the air as efficiently as possible.

Often, other criteria take on much greater importance, such as engine power, traction and weight limits. But looking closely at the rules and altering certain areas for small increases in speed can well be worthwhile, as long as other areas of performance and ridability are not made worse.

The problem with any of these proposals is much the same as with packaging any vehicle: Look too closely at one aspect and changes made will likely compromise another area. So if we shroud the front wheel on a circuit with lots of heavy braking, the caliper and disc will overheat. And what if the small but significant weight addition of the larger tailpiece negates any benefits in improved airflow, or what if it doesn't work because the rider is always moving around? In which case, this is all a waste of time and Grand Prix bikes next year will look just the same as this year - or will they?

Homeboy Bartolini on top

By Alex Hodgkinson

MANTOVA, ITALY, APR. 5

Italian Andrea Bartolini put Yamaha on top of the 500cc World Motocross Championship by winning his home Grand Prix for the second consecutive year, but the competitiveness of the big-bore class was emphasized as six different riders on four different brands of motorcycles - including all three four-stroke contenders - shared the podium in the two 45-minute motos at Mantova.

After topping the qualifiying charts on Saturday, Bartolini admitted that he had surprised even himself by his pace on this unusual track.

"It is very strange ground here," he said. "One half of the track is typically Italian, with a hard base, although the loose sand on top builds into berms in the corners, but the other half is very rough with big holes in the sand, just like in Holland and Belgium."

Most of the leading contenders followed Bartolini down to the inside when the time came to choose spots on the starting gate - all except Gert Jan Van Doorn.

"I watched the support races and they all holeshot from the middle," Van Doorn said. "But then I got bad drive out of the gate and got pushed out in the turn."

Later, in race two, Van Doorn would join his fellow contenders on the inside gates.

"The guy who holeshot moto one started two gates away from me, so it's a good choice, but at least if I'm inside, I can bang bars with my rivals for the win," he said later. "We're not racing those guys downfield."

The Dutchman had a point. Scot David Campbell had taken that holeshot and showed plenty of guts in putting his Honda CR500 sideways in front of 2400 horsepower of the fastest big-bore racers in the world, but he would cross the line 16th - only to be given a point after all when Swede Mats Nilsson was penalized for violating noise regulations after losing his muffler three laps from the end.

It took Johan Boonen, back on a factory 630 Husky after a single season on a 368 KTM, just three corners to snatch the lead, while Bartolini eased into second a lap later. On lap three he switched lines through the finish area to dive past, but Boonen showed aggression and retaliated two corners later. In his next attack two laps later, "Bartman" threw caution to the wind and immediately opened up a cushion, and that was the last the opposition saw of him.

Not that the win was comfortable.

"I had problems with the clutch in the closing laps," Bartolini said. "There were times when I didn't think I would be able to finish."

Boonen's bike showed evidence of the ferocity of the early struggles as the clutch lever hung down, but after settling down after the opening laps, he finished fourth.

The two men who got around Boonen were Husky team leader Darryll King and class newcomer Rob Herring. The Kiwi had won three of the final four GPs of 1997 and warned that he would again be the man to beat.

(Above left) Andrea Bartolini and his Yamaha won the opening round of the World Championship 500c MX Series in Italy, finishing first and fourth in the two motos in Mantova.
(Left) New Zealander Darryl King ended up second overall in Italy on his factory Husqvarna.

(Left) World Champion Joel Smets didn't have the best of days in Italy. Although he won the second moto, the Belgian was forced out of the first moto with a mechanical failure. (Above, left to right) Darryl King, Andrea Bartolini and Rob Herring celebrate their podium finishes in the opening round of the 500cc Grand Prix Series.

"That was just my shakedown speed," King said. "I'm looking to start winning later in the month in Switzerland and Austria."

Herring was on the pace all weekend and had come quickly from an initial 12th, passing World Champion Joel Smets on the way. But after taking 10 laps to get to third, he found that the leader was long gone.

"Andrea (Bartolini) was out of sight, so I decided to wait for the last two laps to attack Darryll," Herring said. "But I wrenched my knee in a heavy landing and had to settle for third. At least I can't do any real damage to the knee anymore; I don't have any ligaments left in there!"

Smets, meanwhile, had lost any hope of earning points while trying to hang on to Herring. Too many heavy landings over the numerous tabletop jumps had played havoc with the spokes in the front wheel.

Other prominent men to hit trouble were Peter Johansson, who stalled on the second lap and had to let the field go past before his Yamaha would restart; Husky newcomer Bernd Eckenbach, who found more grip than he expected in a graded turn on the opening lap and ended up getting bogged down; and Shayne King, already shaken by a first-turn collision the previous week which had left him with a trapped nerve in the elbow and no feeling in his throttle hand, had suffered a freak accident on practice day.

"We were trying a frame with a new geometry and when the forks were fully depressed, the wheel touched the exhaust," Shayne King said.

His troubles continued in the race.

"One of the bolts holding the triple clamp broke and I was riding the final laps with the bars moving around," he explained.

Bartolini looked set for a double win as he took the holeshot in race two, but the Italian could never escape from Herring and Smets. When the clutch problems recurred at half-distance, he had no alternative but to ease his pace.

By then Johansson and Van Doorn had also come up to challenge, but Herring looked to have the situation under control until the final 10 minutes.

"I just hit the wall," Herring said. "I would probably have been okay if I had a few seconds' lead, but I let Smets get to me mentally."

He eventually dropped to fifth, behind Bartolini.

Smets inherited the lead, but he too came under pressure - from Johansson.

"I had the best lines of all of us and got right onto Joel's rear wheel, but in the last couple of laps I started to pay for that hard first race," Johansson said. "I got cramp in my legs and settled for second." CN

Italian 500cc GP
Mantova, Italy
Results: April 5, 1998 (Round 1 of 12)

MOTO 1: 1. Andrea Bartolini (Yam); 2. Darryll King (Hus); 3. Rob Herring (Hon); 4. Johan Boonen (Hus); 5. Gert Jan Van Doorn (Hon); 6. Jochen Jasinski (Yam); 7. Shayne King (KTM); 8. Avo Leok (Hon); 9. Peter Johansson (Yam); 10. James Marsh (KTM); 11. Mikkel Caprani (Yam); 12. Bernd Eckenbach (Hus); 13. Erwin Machtlinger (Hon); 14. Rupi Walkner (KTM); 15. David Campbell (Hon).

MOTO 2: 1. Joel Smets (Hbg); 2. Peter Johansson (Yam); 3. Gert Jan Van Doorn (Hon); 4. Andrea Bartolini (Yam); 5. Rob Herring (Hon); 6. Darryll King (Hus); 7. Bernd Eckenbach (Hus); 8. Willie Van Wessel (Hon); 9. Avo Leok (Hon); 10. Jochen Jasinski (Yam); 11. Shayne King (KTM); 12. Johan Boonen (Hus); 13. Chris Burnham (Hon); 14. Mats Nilsson (Hon); 15. Rupi Walkner (KTM).

O/A: 1. Andrea Bartolini (Yam); 2. Darryll King (Hus); 3. Gert Jan Van Doorn (Hon); 4. Rob Herring (Hon); 5. Peter Johansson (Yam); 6. Joel Smets (Hbg); 7. Johan Boonen (Hus); 8. Jochen Jasinski (Yam); 9. Avo Leok (Hon); 10. Shayne King (KTM).

WORLD 500cc MX SERIES POINTS STANDINGS (After 1 of 12 rounds): 1. Andrea Bartolini (33/1 win); 2. Darryll King (27); 3. (TIE)Gert Jan Van Doorn/Rob Herring (26); 5. Peter Johansson (24); 6. Joel Smets (20); 7. Johan Boonen (17); 8. Jochen Jasinski (16); 9. Avo Leok (15); 10. Shayne King (14); 11. Bernd Eckenbach (13); 12. Willie Van Wessel (8); 13. James Marsh (6); 14. Mikkel Caprani (5); 15. (TIE) Chris Burnham/Erwin Machtlinger (3); 17. Rupi Walkner (3); 18. Mats Nilsson (2); 19. David Campbell (1).

Upcoming Rounds:
Round 2 - Payerne, Switzerland, April 19
Round 3 - Schwanenstadt, Austria, April 26

250cc World Motocross Championship Series
Round 2 : Portuguese Grand Prix

Once not enough for Vohland

AGUEDA, PORTUGAL, APR. 5

American Tallon Vohland scored his first Grand Prix moto win since the opening round of the 1997 series as he took the victory in the first race of the Portuguese 250cc GP at Agueda.

But he was powerless to prevent defending champion Stefan Everts from registering his second overall win of the year, as a slip late in the second race dropped Vohland to sixth. Moto winner Everts had been runner-up to Vohland in race one.

Inclement weather once again affected the 250cc world series; after heavy rain during the week, there seemed even the possibility of cancellation, but the omission of part of the original track plus regular work with the earth-moving equipment got the circuit raceable, and both qualification and the racing were held under clear skies. More rainfall on Saturday night, however, again drenched the circuit.

Falls hampered Sebastien Tortelli's efforts, while Everts appeared to have the measure of Pit Beirer, the German who won the opening moto of the series. The champion passed his fellow Honda rider midway through race two to clinch the moto and the GP victory.

Crashes kept Marnicq Bervoets pointless, and four riders - Everts, Tortelli, Vohland and Beirer - have already distanced themelves from their challengers in the standings. CN

Portuguese 250cc GP
Agueda; Portugal
Results: April 5; 1998 (Round 2 of 16)

MOTO 1: 1. Tallon Vohland (Yam); 2. Stefan Everts (Hon); 3. Pit Beirer (Hon); 4. Sebastien Tortelli (Kaw); 5. Werner Dewit (Suz); 6. Jocke Karlsson (Hon); 7. Frederic Bolley (Hon); 8. Mickael Maschio (Yam); 9. Leon Giesbers (KTM); 10. Mark Eastwood (Hon); 11. Justin Morris (Hon); 12. Michal Kadlecek (Suz); 13. Jaimy Scevenels (Suz); 14. Miska Aaltonen (KTM); 15. Marko Kovalainen (Hon)

MOTO 2: 1. Stefan Everts (Hon); 2. Pit Beirer (Hon); 3. Sebastien Tortelli (Kaw); 4. Mickael Maschio (Yam); 5. Yves Demaria (Kaw); 6. Tallon Vohland (Yam); 7. Werner Dewit (Suz); 8. Frederic Bolley (Hon); 9. Michal Kadlecek (Suz); 10. Mark Eastwood (Hon); 11. Collin Dugmore (Hon); 12. Joakim Eliasson (Yam); 13. Jaimy Scevenels (Suz); 14. Paul Cooper (Kaw); 15. Leon Giesbers (KTM).

O/A: 1. Stefan Everts (Hon); 2. Pit Beirer (Hon); 3. Tallon Vohland (Yam); 4. Sebastien Tortelli (Kaw); 5. Mickael Maschio (Yam); 6. Werner Dewit (Suz); 7. Frederic Bolley (Hon); 8. Mark Eastwood (Hon); 9. Yves Demaria (Kaw); 10. Michal Kadlecek (Suz).

WORLD 250cc MX SERIES POINTS STANDINGS (After 2 of 16 rounds): 1. Stefan Everts (74/2 wins); 2. Sebastien Tortelli (60); 3. Tallon Vohland (54); 4. Pit Beirer (52); 5. Jocke Karlsson (27); 6. Mickael Maschio (26); 7. Yves Demaria (24); 8. (TIE) Leon Giesbers/Justin Morris/Jaimy Scevenels (23); 11. Werner Dewit (20); 12. Paul Cooper (17); 13. Frederic Bolley (17); 14. Mark Eastwood (17); 15. Marnicq Bervoets (14); 16. Javier Francisco Garcia Vico (13); 17. Michal Kadlecek (12); 18. Josh Coppins (11); 19. Collin Dugmore (5); 20. (TIE) Joakim Eliasson/Serge Guidetty (4).

Upcoming Rounds:
Round 3 - Valkenswaard, Holland, April 19
Round 4 - Vilars-sous-Ecot, France, April 26

Briefly ...

The European four-stroke manufacturers have reacted to the YZM400F challenge with significant reduction in weight for their works bikes. The **Husaberg** appeared with changes as described in this section of the report from the Beaucaire warmup race and went through tech at just over 246 pounds - a reduction of 11 to 14 pounds from last year. This weight figure was equaled by Husqvarna and compared incredibly well with the 271 pounds they registered for much of last summer. The reduction has been achieved by extensive use of carbon fiber and titanium. All three Husky riders - King, Eckenbach and Boonen - receive identical 630cc bikes with Marzocchi U/D forks and a Sachs-Boggi shock. Minor frame modifications plus the new suspension units are said to have improved handling significantly.

Shayne King's **KTM** - the only full factory bike from Mattighofen this year - features a longer-stroke motor, but retains its 368cc capacity and has a new ignition to service both the power-jet carburretor and an alternative ignition-curve system for use off the start, enabling the rider to accelerate from gate to first turn in third gear. A control light on the headstock allows the rider to confirm that the timing has been readjusted to "racing mode." King has spent the entire winter dialing in the WP upside-down fork and PDS rear shock, and Nissin brakes - possibly to replace Brembo on the production bikes next year - are fitted. A factory pipe replaces the SPES unit. The KTM weighed in just a couple of pounds over the minimum weight limit for the class of 229 pounds - as did the factory Yamahas. One of the factors in weight-saving on the YZM400F is a carbon-fiber/Kevlar seat core.

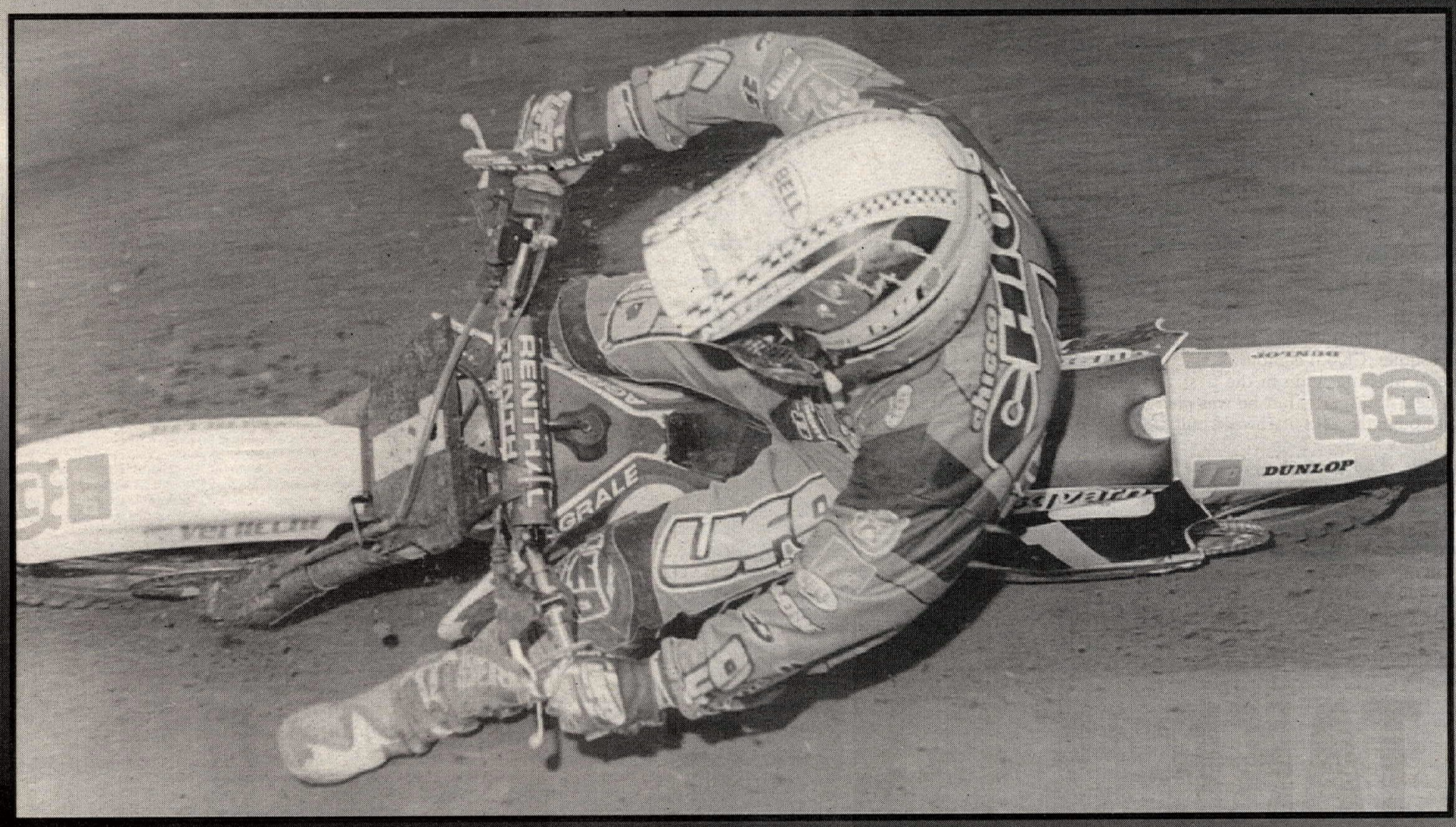
Rob Herring's RWJ **Honda** hybrid with CR500 motor in CR250 frame went through the official Italian tech on Friday at 240 pounds and features a very neat 3.38-gallon tank for the U.S. that wraps around the frame and radiator without any need for wider plastics.

Only Walter Bartolini rode a **Vertemati**, as a fire at the factory had played havoc with the preparation of the factory race bikes; Jef Jansen rode a production YZ400F at Mantova. With a three-speed, 493cc motor, the bikes are basically standard but with a Marzocchi upside-down fork to replace the Paeoli units. At 258 pounds, the Vertemati is in the same weight bracket as the standard YZ400F Yamahas. Another Italian newcomer was the 360 TM of Juri Simoncini: "We are privately entered, but have built the bike in collaboration with the factory," he said. "There are no plans for production, but TM will present a four-stroke at the Milan Show in October."

Heikki Pentilla, (engine tuner for Yamaha this year, and on the payroll at Mattighofen since last fall) said that it is most unlikely that the **400cc KTM four-stroke** will be seen this year: "It is still in the design stage and the factory development bike is expected to appear next year with the production model the following year."

The **production Yamaha four-stroke** made an impressive GP debut, with seven of the 11 entries making it to the race alongside the two factory bikes. Only Le Touquet specialist Arnaud Demeester (one place out) and the three-man Swiss KS team failed to make it. Only one other four-stroke - a Husaberg - failed to make the race, and the grid was completed by nine KTMs (out of 15) and 16 Hondas (from 23). Just one Kawasaki of the five entered made it.

Chiodi steals the show



By Geoff Meyer

INDAIATUBA, BRAZIL, APR. 5

"The Husqvarna is much better than the Yamaha; this year I will be very fast," said World 125cc Motocross Champion Alessio Chiodi just prior to the start of his defense of the title. His words would ring true in the ears of the large number of Yamaha-mounted riders at the opening round of the World 125cc Championships, played out on the sun-baked track in Brazil.

Chiodi, who was part of the strange switch to Husqvarna at the end of 1997, would keep his promise with a 1-2 result and the overall win, even though the Yamaha brigade was anything but soft. French sensation David Vuillemin would claim a second-place finish in the opening moto, while Italian Eric Camerlengo swept to victory in the second moto. Along the way, riders were left with injuries and pain, as the young 1998 season already begins to take its toll on the World Championship competitors.

Earning second place overall in Brazil was Camerlengo, his 5-1 score bettering that of third-placed Italian Honda rider Luigi Seguy, who went 4-4 on the day. But the talk of the day was the Yamaha-vs.-Chiodi battle, a battle that will no doubt rage all season long. After all, Chiodi won his crown riding a Yamaha, then moved to Husqvarna, taking his prized number-one plate with him - and so begins the story of the 1998 World 125cc Motocross Championships.

Indaiatuba, a small Brazilian village some 70 miles outside São Paulo, is the site of Honda Brazil's training track and was also this year's site of the opening 125cc GP, and a crowd of 15,000 turned out to watch the international stars. Bright sunshine made sure the event was a success.

When the riders rolled into Brazil, many were happy to see a track with few technical demands and an event hosted by an organization that did its best to produce a good GP. The top GP riders, however, were not entirely happy, even when the easy surface was roughed up after qualification, as a 'dozer would come out and replace the ruts with a level track.

"We told them to keep the ruts in - it would have sorted out the men from the boys," said Great Britain's James Dobb.

Chiodi was anticipating some problems with slower riders.

"It will not be easy coming from behind; there are so many riders on equal times and this track is not difficult," Chiodi said. "But only if you're in front; behind, you will never get through."

Like a mind reader, Chiodi bolted up the slight hill off the start of moto one and left behind him a tale of misery. Dobb, Malin, and former World Champion Alex Puzar were fighting for survival in 25th, 37th and 17th, while Yamaha-mounted chargers Vuillemin and Frederic Vialle faired better in second and seventh. With only one lap completed, Malin was riding at the rear of the field and wishing his luck would change.

"They watered the track this morning and the lines were very slippery," Malin said. "I saw a place to pass - it was a little dangerous - but I knew it would be hard otherwise. I was doing okay; then, just as I thought I would get by a bunch of riders, one of the other competitors moved into the line I expected to slide into. I fell and got up in last place."

Malin's British rival, Dobb, was also suffering, moving into 22nd place after four laps. He was finding the track not to his liking.

"You just had to put your head down and hope," said Dobb, but the look on his face told another story, as slower riders blocked his every move.

All along, Chiodi moved further ahead.

"I was really trying to get a large lead," Chiodi said. "I knew the others were struggling; they must've been. I wanted to set a pace they could not contain, and I think it worked okay."

Vuillemin, who had crashed into a slower rider, decided to cruise in second place, with Denmark's Suzuki-mounted Brian Jorgensen in third place. Rookie Johnny Aubert held fourth place, moving into the role of the fighter. Behind Aubert came a freight train of charging riders: Seguy, Alessandro Bellometti, Carl Nunn, Eric Camerlengo and finally Vialle (and all but Seguy were riding Yamahas). Seguy was feeling a little nervous as the blue Yamaha machines were edging closer.

Alessio Chiodi gave Husqvarna the overall win at the opening round of the FIM World Championship 125cc MX Series in Brazil. Chiodi went 1-2.

TM's Puzar was making his own move in 12th place.

"I saw Federici up ahead and decided to really go hard. Making up ground on this track was not difficult, but once I caught him, it became more of a job," said Puzar, who was now climbing all over the back wheel of his fellow Italian. The two battled for a short time, and then Puzar moved into 11th, while Federici was having his own problems.

"Two weeks ago I hurt my ankle. I could not put my foot down, and on this track it's impossible to race with this injury," Federici said afterward with a grimace. Still, he struggled on.

By lap 18, Malin and Dobb were doing their best to make up ground, with Dobb now in 11th place and Malin in 17th.

With only a handful of laps remaining, Chiodi just cruised away from his rivals, with six seconds between himself and second-placed Vuillemin, who knew better than to make another mistake and perhaps lose his safe runner-up position.

"After I collided with a slow rider early in the moto, I knew I could not catch Chiodi, so I settled for the 17 points," Vuillemin said. "It's going to be a long year, so it would be better for me to take the points."

Third-placed Jorgensen had enough

speed to stop the challenges of Seguy, with Camerlengo taking fifth and Puzar sixth.

Several riders were nursing injuries after the first moto, including Puzar.

"I collided with Camerlengo on the last lap coming over a jump," Puzar explained. "I have hurt my right leg, but it should be okay for the second moto."

Dobb was holding a bruised hand.

"It's nothing too bad. I just tape it and hope it's okay," Dobb said.

American Bader Manneh, another Yamaha rider, had his Brazilian tale, as he cruised into 32nd place.

"Customs would not let me bring my suspension in (to the country); it was really trick," Manneh said. "I had to borrow suspension parts from a guy here. I'm a lot of seconds off the pace, and I can't race with this setup."

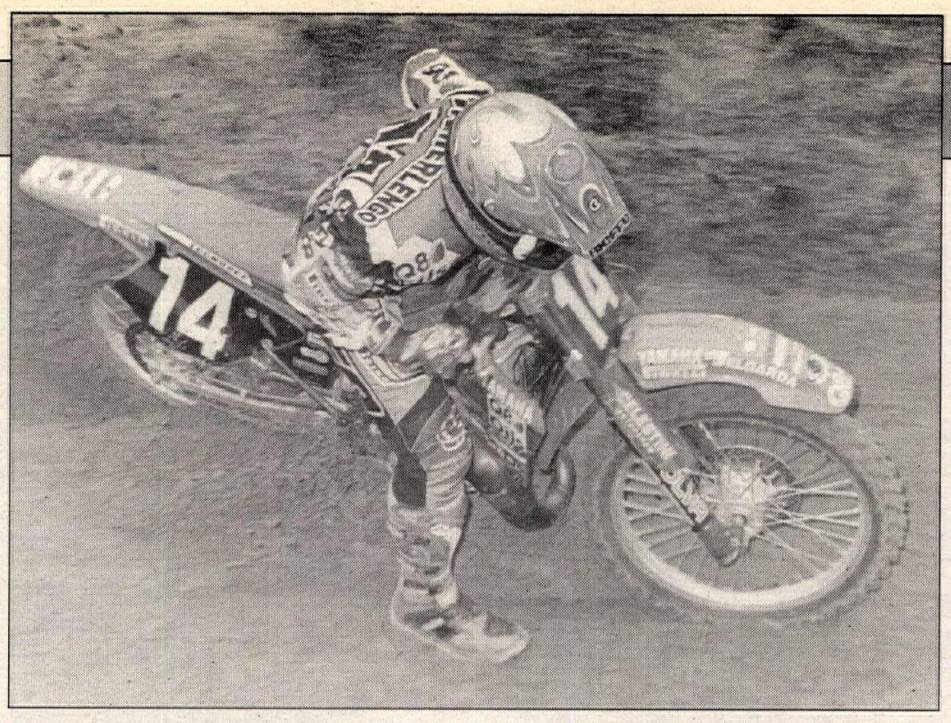
In the second moto, this time it was Camerlengo who pulled the holeshot, taking the early lead ahead of Dobb, Vialle, Federici, Seguy and Phillipe Dupasquier. Chiodi committed the mistake of pushing wide in the first turn and held 15th place, but he was charging through the field like a wild bull.

Puzar was also a long way back.

"This is hopeless - my bike is very slow," Puzar said. "TM better do something with this thing, because I can't."

Malin attempted another wild passing move and paid the price.

"In the same place as in the first moto - I should be shot," said Malin of the site of his crash. "That's the way racing goes."



Yamaha's Eric Camerlengo won the second moto and took second overall.

Malin would again return to last place.

Vuillemin had blown any chance of the overall with a shocking opening lap.

"I think at one stage I was 30th or something; then I passed many riders, but I'm not happy," Vuillemin said. "'Where is Chiodi?' I thought to myself."

If Vuillemin really wanted to know, Chiodi was showing his rivals how to pass on the narrow, fast course.

"I felt smooth," Chiodi said. "It (the moto) turned out better than I had hoped. I would look ahead and see Seguy - no problem. Then I saw Vialle - no problem. Finally, I got Dobb."

Federici, who had struggled with his injured foot while holding a strong third place, was suddenly in deep despair.

"I crashed. It was because of my foot," Federici said. "I could not ride properly."

The young Italian dropped to 26th and his race was all but over.

Up front, Camerlengo had run away and hidden, finally winning the moto with nearly 10 seconds over Chiodi, followed by Dobb, Seguy and Puzar.

"This is very good for the team," said the winner. "I never felt too troubled - just a couple of minor errors; otherwise, it was one of the best races I have done."

Dobb, who finished in third place, was also confident with his ride.

"I'm older now," said Dobb. "It's all about racing my own pace. When Chiodi came up on me, I just did my own thing. He was really riding hard, so I let him go. It would have been dumb to try and race with him. This is the best start to the GP season ever for me, so I'm more than happy."

Manneh, meanwhile, struggled on with his suspension problems, finishing in 24th place. CN

Brazil 125cc GP
Indaiatuba, Brazil
Results: April 5, 1998 (Round 1 of 16)

MOTO 1: 1. Alessio Chiodi (Hus); 2. David Vuillemin (Yam); 3. Brian Jorgensen (Suz); 4. Luigi Seguy (Hon); 5. Eric Camerlengo (Yam); 6. Alex Puzar (TM); 7. Alessandro Bellometti (Yam); 8. Frederic Vialle (Yam); 9. Johnny Aubert (Kaw); 10. James Dobb (Hon); 11. Claudio Federici (Yam); 12. Phillipe Dupasquier (TM); 13. Carl Nunn (Yam); 14. Petri Jarvela (Yam); 15. Christian Ravaglia (TM).

MOTO 2: 1. Eric Camerlengo (Yam); 2. Alessio Chiodi (Hus); 3. James Dobb (Hon); 4. Luigi Seguy (Hon); 5. Alex Puzar (TM); 6. Phillipe Dupasquier (TM); 7. Carl Nunn (Yam); 8. Alessandro Bellometti (Yam); 9. Michael Fanton (Kaw); 10. Frederick Vialle (Yam); 11. Cedric Melotte (Yam); 12. Luca Pretto (KTM); 13. Nicolas Charlier (Kaw); 14. David Vuillemin (Yam); 15. Seb Trottier (Hon).

O/A: 1. Alessio Chiodi (Hus); 2. Eric Camerlengo (Yam); 3. Luigi Seguy (Hon); 4. James Dobb (Hon); 5. Alex Puzar (TM); 6. David Vuillemin (Yam); 7. Alessandro Bellometti (Yam); 8. Brian Jorgensen (Suzuki); 9. Phillipe Dupasquier (TM); 10. Frederic Vialle (Yam); 11. Carl Nunn (Yam); 12. Michael Fanton (Kaw); 13. Johnny Aubert (Kaw); 14. Cedric Melotte (Yam); 15. Claudio Federici (Yam).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 1 of 12 rounds): 1. Alessio Chiodi (37); 2. Eric Camerlengo (31); 3. Luigi Seguy (26); 4. James Dobb (21); 5. Alex Puzar (21); 6. David Vuillemin (19); 7. Alessandro Bellometti (17); 8. Brian Jorgensen (15); 9. Phillipe Dupasquier (14); 10. Frederick Vialle (14); 11. Carl Nunn (12); 12. Michael Fanton (7); 13. (TIE) Johnny Aubert/Cedric Melotte/Claudio Federici (5).

Upcoming Rounds:
Round 2 - Bellpuig, Spain, April 19
Round 3 - Orehova Vas, Slovakia, May 17

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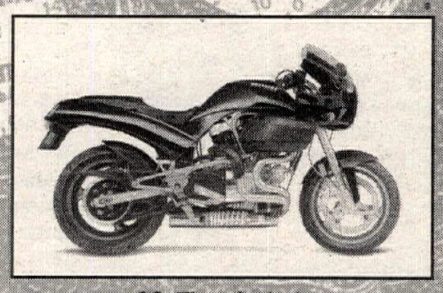
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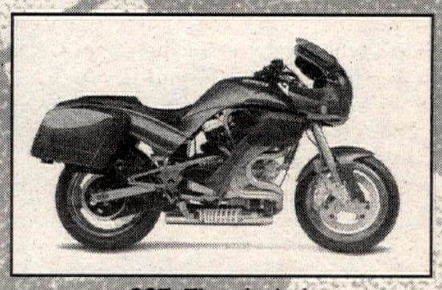
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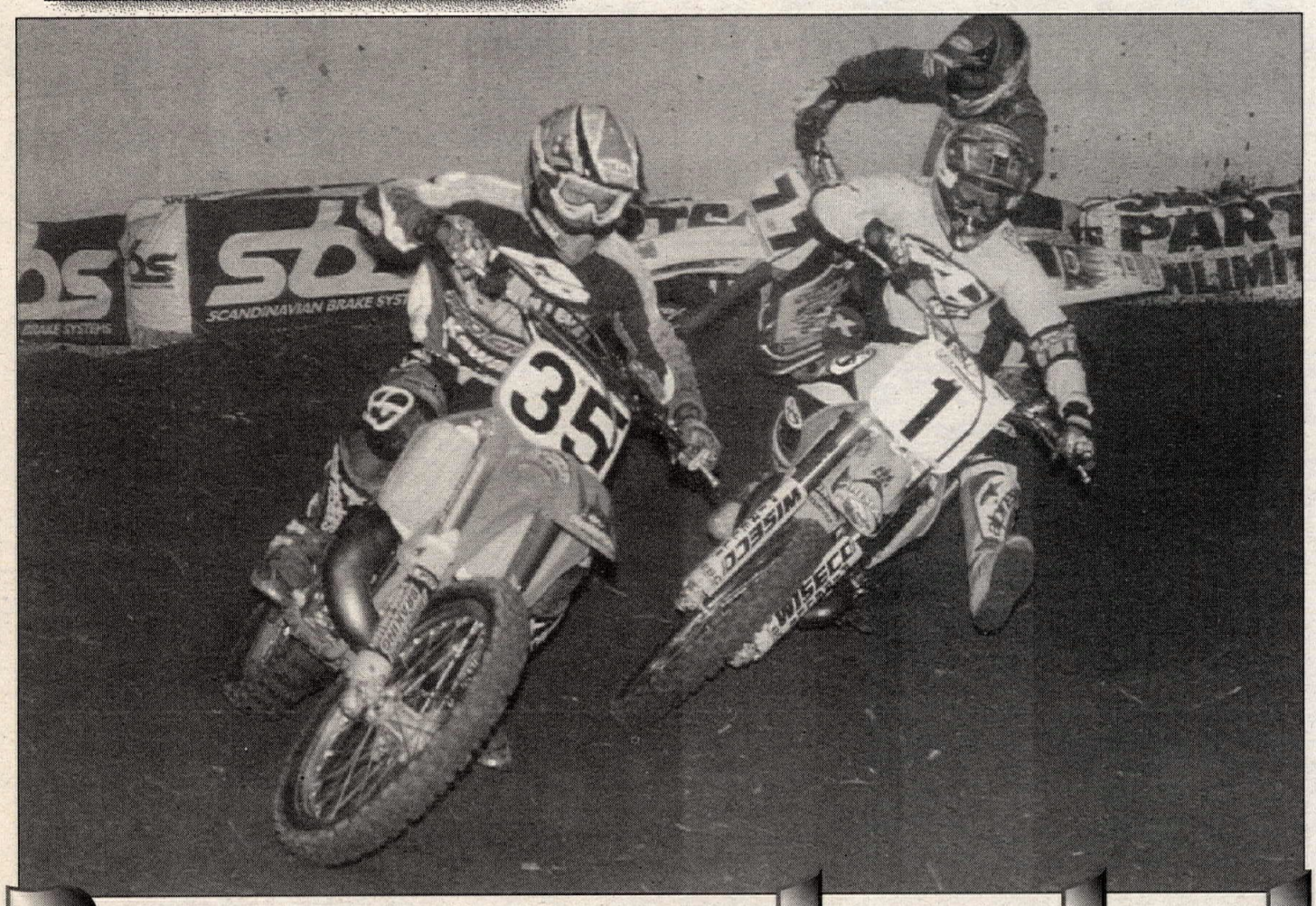


Ramsey unleashed

By Clay Light

PORTLAND, OR, APR. 3-4

Pro Circuit/SplitFire/Kawasaki's Nathan "Nat Dog" Ramsey picked up a pair of wins at the AMA/PJ1 Northwest Arenacross Championship at Portland's Memorial Coliseum, leaving the competition to squabble for the leftovers. Ramsey scored the 250cc Pro win on Friday night in front of 5000 spectators, then went on another rampage on Saturday night - this time in front of 8500 fans - for the 125cc Pro-class win.

Suzuki rider Ryan Huffman, who was the first main-event winner of the weekend after finding success in the 125cc Pro class on Friday, and two-time PJ1 National Arenacross Champion Buddy Antunez, who won Saturday's 250cc bout, were left to pick up the remaining scraps left by Ramsey.

Overall, Antunez had an above-average weekend in the Northwest, as he won every heat race in which he rode and also won Friday's Dash For Cash, but a main-event victory eluded him until Saturday's 250cc Pro final.

While Lady Luck smiled on Huffman, Antunez and Ramsey this weekend, she frowned on SMP's Mike Jones, a crowd favorite. Jones came within a lap of winning Saturday's 250cc 20-lap feature, as he led 19 laps only to have his clutch go out him. The Pennsylvanian's misfortune cost him a couple of places and several hundred dollars' worth of prize money.

FRIDAY

The Northwest's own Lance Smail and Huffman shot to the front of the field in the 125cc Pro main event on Friday, bringing the crowd to life in anticipation of a Northwest 1-2 sweep.

The battle, though, would be short-lived, as Smail's front end washed out on lap two and Huffman, running alongside the Factory KTM rider, was right there to take the lead - a lead that the rider from Roseburg, Oregon, would never relinquish.

Even though Smail remounted quickly, Ramsey, Jones, Antunez and Jeromy Buehl all got around the downed rider and relegated him to midpack status.

Jones was next to crash, allowing the Ramsey/Antunez swapfest to break away from the Team Green rider, all this taking place while Huffman was maintaining his comfortable lead. Antunez eventually broke away from the Nixson, Tennessee, rider, Ramsey, late in the race and set his sights on teammate Huffman. But Huffman's lead was too great and, when it was all over, two Primal Impulse/Suzuki/Bill's Pipes/Answer team riders had nabbed the first and second positions.

Huffman was pleased with his win.

"I got a good start, and that made it pretty easy for me," Huffman said on the podium. "It feels especially good since I haven't been able to ride that much since my injury at San Diego."

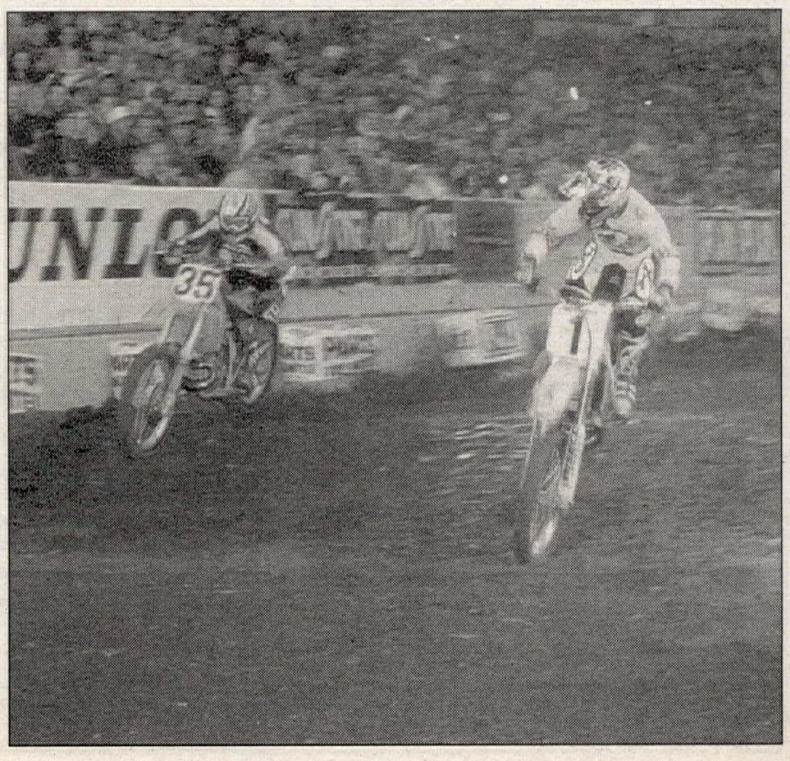
Huffman was again out in front in the 250cc Pro main event, but his chances of a Friday-night sweep came to an end when he came up short over a jump and surrendered the lead to a charging Ramsey, followed by Idaho's Jimmy LaMastus. On his KTM, LaMastus - who in the 125cc final finished seventh behind Buehl - turned some heads, but crashes would ultimately keep him out of the hunt.

Yamaha rider J. Whipple, another of the many fast Washington Arenacross specialists on hand, ran second to Ramsey but, despite his gutsy performance, he faded later in the 16-lap final and lost positions to series regulars Jones, Antunez and Buehl in one fell swoop. Also on the move was Husaberg's Smail, whose charge through traffic moved him past Huffman and into fifth.

Ramsey put it on cruise control, but Jones kept the throttle on to not only break away from Antunez but ultimately close in on Ramsey, who maintained his lead to the finish.

"This is a big confidence booster," a happy Ramsey said. "I just rode like I knew I could."

(Above) Nathan Ramsey (35) scored two class wins at the PJ1 Northwest Arenacross Championship at Portland's Memorial Coliseum in Oregon. Here he leads Buddy Antunez (1) and Lance Smail. (Left) Antunez (1) keeps an eye on Ramsey in a 250cc main. Antunez posted the 250cc main win Saturday night. (Right) Ryan Huffman (28) started off the weekend with the 125cc main-event win.



Jones finished second, ahead of Antunez, while Buehl refused to relinquish his fourth-place position to the Husaberg-mounted Smail.

SATURDAY

Huffman hoped that his third holeshot would be the charm, as he led the 125cc Pro main over Ramsey, Smail, Jones, Buehl and LaMastus.

Antunez gated poorly but displaced a pesky LaMastus to set out after the front-runners.

Jones kept both Huffman and Ramsey in sight, while Buehl was looking for a way around the SMP rider, who is best known for his air antics, as evidenced by his jump-off wins both nights. But Jones maintained his position, as the front-runners hit lapped traffic, which would later cause havoc for the front-runners.

As the leaders, Huffman and Ramsey, carved cautiously through lapped traffic, Huffman had his line taken away, and Ramsey took the lead.

While Huffman managed to stay close to Ramsey to finalize their 1-2 order to the finish ahead of the consistent Jones, Antunez improved his position as well, after battling around Buehl, who also lost a spot due to lappers, netting fifth behind Ramsey, Huffman, Jones and Antunez.

"I was in the right place at the right time," Ramsey said. "I'm pretty happy with it. A win is a win."

The final 250cc Pro main event of the 1998 PJ1 Arenacross season had Huffman in his all-too-familiar position right off the start. Jones and Ramsey were right there to capitalize when, on the third lap, Huffman came up short over a jump and handed the lead to Jones. Huffman recovered in midpack while, up front, Jones began pulling away from Ramsey, who had a similar margin on Antunez and Buehl.

Antunez posted one of the most spirited rides of the weekend, as he caught Ramsey, made a pass stick, and then clawed and scratched his way up to Jones, when the Kawasaki rider lost his clutch, which starting going south on lap 12.

Antunez' winless streak came to an end on the next-to-last lap, as he overtook Jones - as did Ramsey. Jones managed to hang on to third to find his way to the podium. Behind him finished Smail, Buehl, Huffman and LaMastus.

"I rode my ass off all weekend," said Antunez, who pocketed in excess of $2000 for his efforts. "Maybe it's not so nice to win this way - I feel sorry for Mike - but I wanted to win one for all of the fans." CN

Memorial Coliseum
Portland, Oregon
Results: April 3-4, 1998

Friday

125 PRO: 1. Ryan Huffman (Suz); 2. Buddy Antunez (Suz); 3. Nathan Ramsey (Kaw); 4. Lance Smail (KTM); 5. Mike Jones (Kaw); 6. Jeromy Buehl (Hon); 7. Jimmy LaMastus (KTM); 8. Dustin Lenaburg (Kaw); 9. J. Whipple (Yam); 10. Rod Tapia (KTM); 11. Dan Moore (Suz); 12. Russ Robbins (Yam).

250 PRO: 1. Nathan Ramsey (Kaw); 2. Mike Jones (Kaw); 3. Buddy Antunez (Suz); 4. Jeromy Buehl (Hon); 5. Lance Smail (Hbg); 6. Ryan Huffman (Suz); 7. J. Whipple (Yam); 8. Dustin Lenaburg (Kaw); 9. John Sabo (KTM); 10. Jimmy LaMastus (KTM); 11. Dan Moore (Suz); 12. Russ Robbins (Yam).

DFC: Buddy Antunez (Suz).

JUMP-OFF: Mike Jones (Kaw).

Saturday

125 PRO: 1. Nathan Ramsey (Kaw); 2. Ryan Huffman (Suz); 3. Mike Jones (Kaw); 4. Buddy Antunez (Suz); 5. Jeromy Buehl (Hon); 6. Jimmy LaMastus (KTM); 7. J. Whipple (Yam); 8. Dustin Lenaburg (Kaw); 9. Dan Moore (Suz); 10. Mitch Merritt (Hon); 11. Rod Tapia (KTM); 12. Lance Smail (KTM).

250 PRO: 1. Buddy Antunez (Suz); 2. Nathan Ramsey (Kaw); 3. Mike Jones (Kaw); 4. Lance Smail (Hbg); 5. Jeromy Buehl (Hon); 6. Ryan Huffman (Suz); 7. Jimmy LaMastus (KTM); 8. J. Whipple (Yam); 9. Dustin Lenaburg (Kaw); 10. Dan Moore (Suz): 11. Rod Tapia (KTM); 12. John Sabo (KTM).

DFC: Jeromy Buehl (Hon).

JUMP-OFF: Mike Jones (Kaw).

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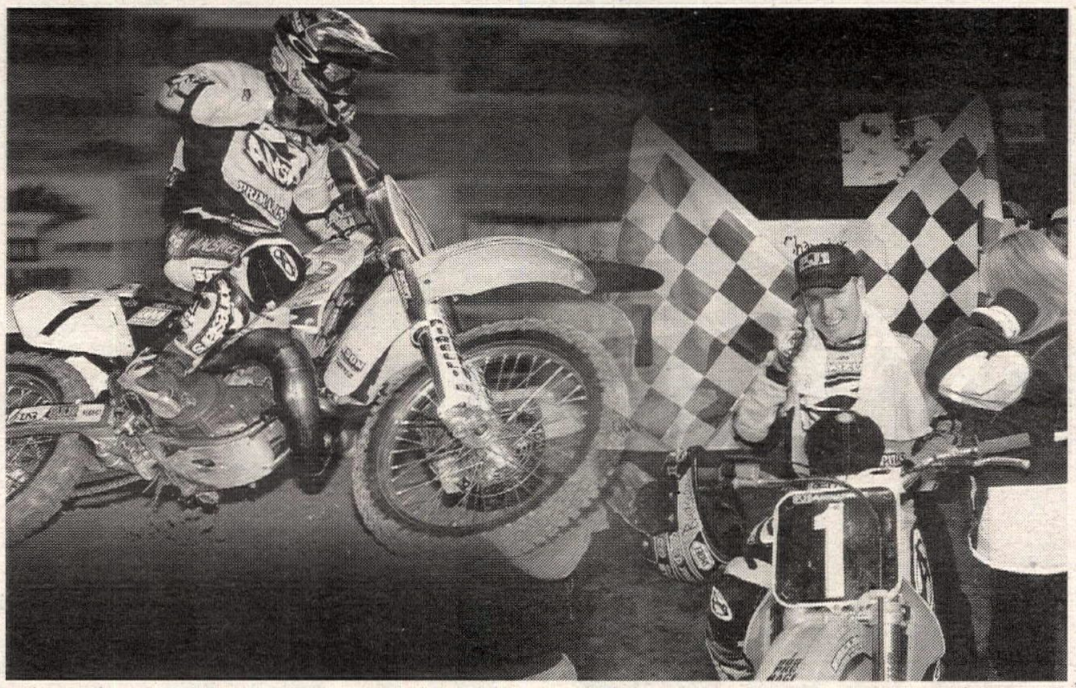

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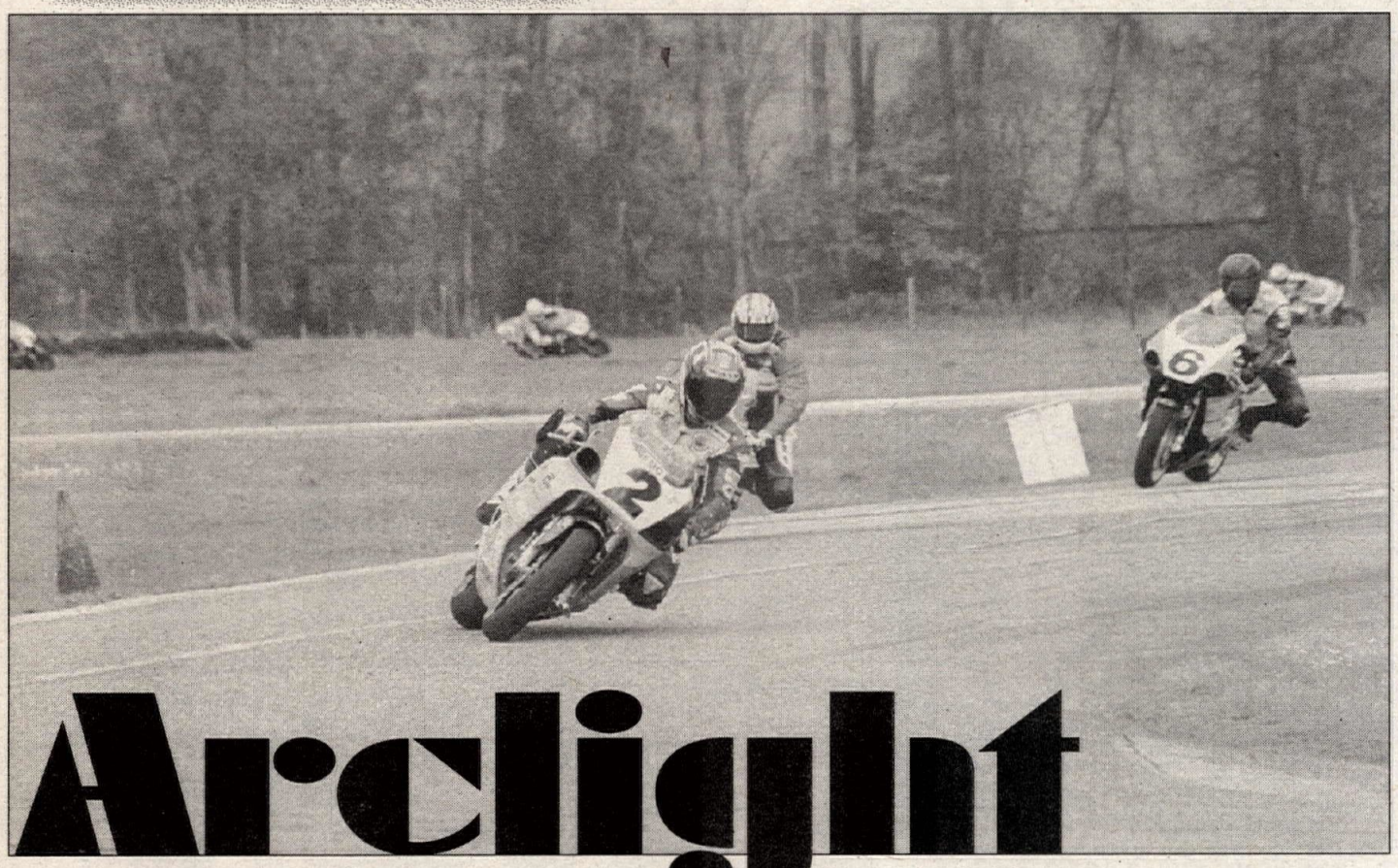
WERA Nat'l Endurance Series/Nat'l Challenge Series, Round 1



Chris Hughes (2) pilots the Arclight Suzuki at the start of the four-hour WERA National Endurance race at Talladega Gran Prix Raceway. Arclight led the race from the third lap on.

Arclight strikes

By Cary Lurie
Photo by Andy Chadwell

TALLADEGA, AL, APR. 4-5

Arclight Suzuki scored the victory in round one of the WERA National Endurance Series at Talladega Gran Prix Raceway, leading the Saturday race nearly flag to flag: The GSXR750-mounted duo of Chris Hughes and Mark McDaniel led the pack across the line on the third lap and never relinquished the lead.

With the absence of Team Suzuki Endurance, the WERA National Endurance Championship is definitely up for grabs this year, and many teams now feel they have a shot at taking the prize in the now-more-competitive series.

Tapeworks Racing's Scott Harwell took the holeshot, with TKO Racing's Luke Yarbrough sliding past on the brakes to take the lead in the first corner and hold the spot for the first two laps. Hughes then grabbed the lead through turns three and four and quickly stretched a four-second margin on the three-rider battle for second.

Included in this fight was Evans Motosport's lead rider Lee Acree, who narrowly led Yarbrough and Team Ten 40's Mark Ianuzelli for two laps before inching ahead and holding second alone. At the front and pulling away, Arclight's Hughes hit backmarkers by lap seven on the technical 1.3-mile road course.

At the end of the first hour, the leaders made their first pit stops of the day. Team Ten 40 rider Ianuzelli was the first of the front-runners to pit, swapping the rear tire. Second rider Brian Cicero quickly returned to the fray.

"It's running great right now. It's our first season on Metzeler," Ianuzelli said. "Last year we were on slicks on a superbike; this year we're on a superstock (bike) and we still picked up two seconds a lap. We're still trying to sort out the fuel mileage, though."

Arclight's Hughes pitted seven minutes into the second hour, making a front- and rear-tire change as well as swapping riders.

"We tried to get a gap of somewhere around 15 seconds (after the first hour)," Hughes said, then added with a grin, "The track was still a little cold, so there was some tire-sliding, but maybe I was on the throttle a little hard!"

Those extra seconds he had accrued were then used when the front axle had to be replaced after it jammed on the first attempt to mount the wheel.

Hour two held a surprise, with SBR/Semoff Brothers Racing joining Arclight Racing and Evans Motosport in the top three overall. Glenn Szarek, Evan Semoff and Paul Youngman pilot a YZF-R1, and they would ultimately finish fourth.

Team Twister's GSXR600 held the Middleweight Superstock lead at the end of the second hour but battled Team Ten 40 for the position all day before finishing just 16 seconds ahead at the end.

"It's tough out there!" exclaimed a tired Dale Davenport of Team Twister. "You can get through the slower riders okay, then try to hook up with a faster rider when they pass you and hope you can pick up your lap times."

The race was abruptly halted when the 1-800-CROTCH ROCKET machine blew its engine on the front straight just after the third hour came to a close, bringing out the red flag.

The oil was contained in the required belly pan and the field lined up for the restart just 11 minutes after the incident. Evans Motosport lead the pack, but still trailed Arclight by one lap.

Arclight Suzuki continued to dominate the field, though, leading Evans Motosport by one lap as the final hour began, and they weren't through yet, pushing them down one more lap by the end. Tapeworks Racing followed at four laps back and matched the leaders' pace through the last hour.

The checkered flag fell after four hours of racing, with Arclight Suzuki taking the overall victory and the Heavyweight Superbike win, with Evans Motosport second overall and Heavyweight Superstock winner. Tapeworks Racing finished third overall and second in class.

"The plan we had for today worked well for us. The extra practice we had on Thursday helped us with setup," McDaniel said. "This bike was flying! We were passing 1100s and other Open-class bikes. We feel really good about the season. Right now things are working right."

In Sunday's National Challenge racing, Team Valvoline Emgo Suzuki rider Grant Lopez held off teammate Josh Hayes in the Michelin 750cc Superstock Expert class to open the 1998 season with a win. Lopez then closed the day with a victory in the GMD Computrack/Atlanta Formula One class.

Lopez took the lead at the start of the 750cc Superstock race while Brian Gibbs shot to second from the fourth row after a collision with Luke Yarbrough, who went down from the contact. Gibbs was quickly passed by Hayes on the second lap and Hayes then set his sights on his teammate. Lopez had his hands full, with both Hayes and Gibbs pushing to take the lead. Billy Eisenacher held fourth after pushing Mark Junge back to fifth.

By the halfway point, Lopez had inched away from Hayes, while Gibbs was forced to let them both go. Traffic late in the race killed any attempt Hayes made to close the gap on Lopez, and Lopez took the win.

Lopez's success continued as he topped The GMD Computrack/Atlanta Formula One Series. Scott Carpenter took the holeshot on his new R1 but was quickly passed by Lopez on a GSXR750 Formula USA bike and Lee Acree on the lightning-fast Honda 250cc two-stroke machine. Carpenter was also passed by Jonathan Bolton by the end of lap one. Mark McDaniel of Arclight Racing slid into fourth on lap two and tried to chase down the leaders. This was Lopez's day, though, and he rode on to the win, turning in lap times of 56.8 seconds on the tight 1.3-mile course, less than half a second off the record.

"This new bike felt good, but I need more time on it before I can make a run at the track record," Lopez said. "I'm trying to win - they don't give points for a record. But the bike handles good. It's light and fast."

In 1100cc Superstock Expert racing, Luke Yarbrough grabbed the holeshot but was quickly pushed back by Hayes, who promptly pulled a 10-bike-length lead after the first lap. Row-four starter Mark Junge jumped into the picture and pressured Yarbrough to make the pass on the brakes entering the tight turn eight on the third lap, and it was the beginning of the end, as Yarbrough faded to fifth at race's end. Both Arclight Racing's Mark McDaniel and Greg Leffler finished ahead of Yarbrough. At the front, Hayes settled into his lead to take the win with high 57-second lap times. Junge was second, with McDaniel third.

Last year's champion, Mark Junge, looked to set the standard for 1998 in the Metzeler 600cc Superstock Expert Series as he took an uncontested win in the class.

"I jumped out to the lead and waited for someone to battle with, but no one showed up!" Junge said with a laugh after his victory.

The battle for second was hot, with Brian Lantz going head to head with Hayes for much of the race. Lantz led the way early, but after many tries Hayes finally dived by on the brakes to take second place. Their battle only helped Vesrah Brake-sponsored Junge, who took full advantage of it to stretch out a comfortable lead that he held to the end. CN

Talladega Gran Prix Raceway
Talladega, Alabama
Results: April 4-5, 1998 (Round 1)

Saturday

ENDUR O/A: 1. Arclight Suzuki (Suz); 2. Evans Motorsport (Suz); 3. Tapeworks Racing (Suz); 4. SBR/Semoff Brothers Racing (Yam); 5. Firestorm Racing (Suz).

Sunday

1100 S/STK: 1. Josh Hayes (Suz); 2. Mark Junge (Suz); 3. Mark McDaniel (Suz); 4. Greg Leffler (Suz); 5. Luke Yarbrough (Suz).

600 S/STK: 1. Mark Junge (Suz); 2. Josh Hayes (Suz); 3. Brian Lantz (Kaw); 4. Chris Caylor (Kaw); 5. Billy Eisenacher (Yam).

750 S/STK: 1. Grant Lopez (Suz); 2. Josh Hayes (Suz); 3. Brian Gibbs (Suz); 4. Brian Stokes (Suz); 5. Byron Barbour (Suz).

F-2: 1. Lee Acree (Hon); 2. Brian Lantz (Kaw); 3. David Boosales (Hon); 4. Brian Stokes (Suz); 5. Byron Barbour (Suz).

F-1: 1. Grant Lopez (Suz); 2. Lee Acree (Hon); 3. Jonathan Bolton (Suz); 4. Mark McDaniel (Suz); 5. David Boosales (Hon).

125 GP: 1. Michael Himmelsbach (Hon); 2. John Ulrich (Hon); 3. Ryan Landers (Hon); 4. Chris Pyles (Hon); 5. Doug Scronce (Hon).

H/W TW: 1. Sean McNew (Hon); 2. Larry Steeley Jr. (Duc); 3. Cary Lurie (Suz).

600 PROD: 1. Brian Watkins (Hon); 2. Brian Honeycutt (Hon); 3. Fredrick Farzanegan (Hon); 4. Brian Taylor (Hon); 5. Rob Watson (Hon).

750 PROD: 1. Brian Watkins (Hon); 2. Brian Honeycutt (Hon); 3. Mark Edwards (Suz); 4. Fredrick Farzanegan (Hon); 5. Brian Taylor.

600 S/BK: 1. Scott Woddfin (Hon); 2. Chuck Rucker (Hon); 3. Charles Gainey Jr. (Hon); 4. Nick Chapman (Kaw); 5. Mitchell Phillips (Hon).

750 S/BK: 1. Frederick Farzanegan (Hon); 2. Charles Gainey Jr. (Hon); 3. Mark Edwards (Suz); 4. Chuck Rucker (Hon); 5. Mitchell Phillips (Hon).

Campbell near-perfect

By Matt Freeman

TWENTYNINE PALMS, CA, APR. 4-5

It was no surprise that American Honda's Johnny Campbell raced to a near-perfect weekend at the Hilltoppers MC Grand Prix, located at the Twentynine Palms Rodeo Grounds. At the previous two rounds of the District 37 Big Six Grand Prix Series, Campbell has come away with at least two race wins in each event. At the Twentynine Palms event, which drew approximately 1100 entries, the XR628 pilot won four out of five races he entered and finished second in the Open race, the last race in what was a long weekend for Campbell.

The spoiler for Campbell's perfect weekend was Team Green's Paul Krause, who drove straight from a National Hare & Hound in Utah on Saturday to compete in the Hilltoppers' Vet and Open races on Sunday. Krause won both races he entered with little contest.

Of course, Grand Prix specialist Rex Staten was on hand to take part in the Twentynine Palms event. Staten overalled the Senior Expert/Amateur race on Saturday, and then followed up on Sunday with the Classic-class win and the overall win in the Team race, in which he partnered with Abe Baumann.

The first race of the weekend was the Unclassified event. WR400-mounted Jimmy Lewis best described the race when he said, "I went out and roosted but Johnny (Campbell) just roosted faster than me."

Lewis nabbed the holeshot and led for most of the first 8-mile lap before Campbell could catch up from a two-kick start.

"It wasn't the start I wanted," said Campbell, who had to catch and pass teammate Tim Staab before he could pass Lewis. "I caught Staab, and then Jimmy kind of let me by."

The hour-and-a-quarter race ended in that order, with Campbell taking his first win and Lewis in second, edging out Staab.

After Staten was done wiping out the Senior competition, Campbell went to work again in the combined Four-Stroke/250/200cc race, but a new face on the starting line hinted that this race might not be as easy to win as the last.

"I had the weekend off," said Larry Roeseler, when asked about his surprise appearance on the starting line. "I wanted to come out and promote Stroker, plus I have a lot of old friends in the Hilltoppers. It was neat to see everyone."

And promote is what he did, as the Stroker KLX650-mounted Roeseler hung close to race leaders Campbell and Staab for the first half of the race. Staab led a majority of the first lap before Campbell took the lead for good. Roeseler hung on for third. KX250-mounted Phil Holcomb aced all the 250s, as did KTM-mounted David Reese in the 200cc Expert class.

"During the Four-Stroke race, the track started to get real beat up," said Campbell of the midday race. "Once I got a comfortable lead over Tim (Staab) and Larry (Roeseler), I just started searching for the good lines for the Pro race. I tried to stay out of the rough stuff."

Roeseler agreed that the track started getting rough but commended the Hilltoppers for their course maintenance after each race.

"After every race, they grated and watered down most of the course," Roeseler said. "It was nice and smooth for the start of the Pro race."

When the 12 or so Pros took off for the start of their money-paying race, Ron Schuler and his KX500 were out in front - but not for long.

"Larry was in the lead on the first lap," said Pirelli/FMF/IMS/K&N/Acerbis-backed Campbell. "It was a fast first lap and I had to work hard to catch him. Once I caught him, we diced a little ways and then I settled in with the lead."

Behind Campbell all the way to the finish was Roeseler, Donnie Morrison and Schuler, all mounted on Open bikes. John Whitaker and Robert Barnum took the top two 250cc Pro spots.

Staten and Baumann may have lost an hour of sleep due to the switch to daylight savings time during the wee hours of Sunday morning, but they did not lose anything when it came to Sunday's 8 a.m. Team race. The KX500 duo edged out the team of IMS-backed Randy Norman and Tommy Roberts, as well as the team of Jason Ingersoll and Erik Wolfe.

Staten would later return to steal the holeshot in the Dual Sport/Vintage/Classic race.

"Rex got the holeshot and hung tough," said Campbell about Staten's start, "but my bike just outhandled his."

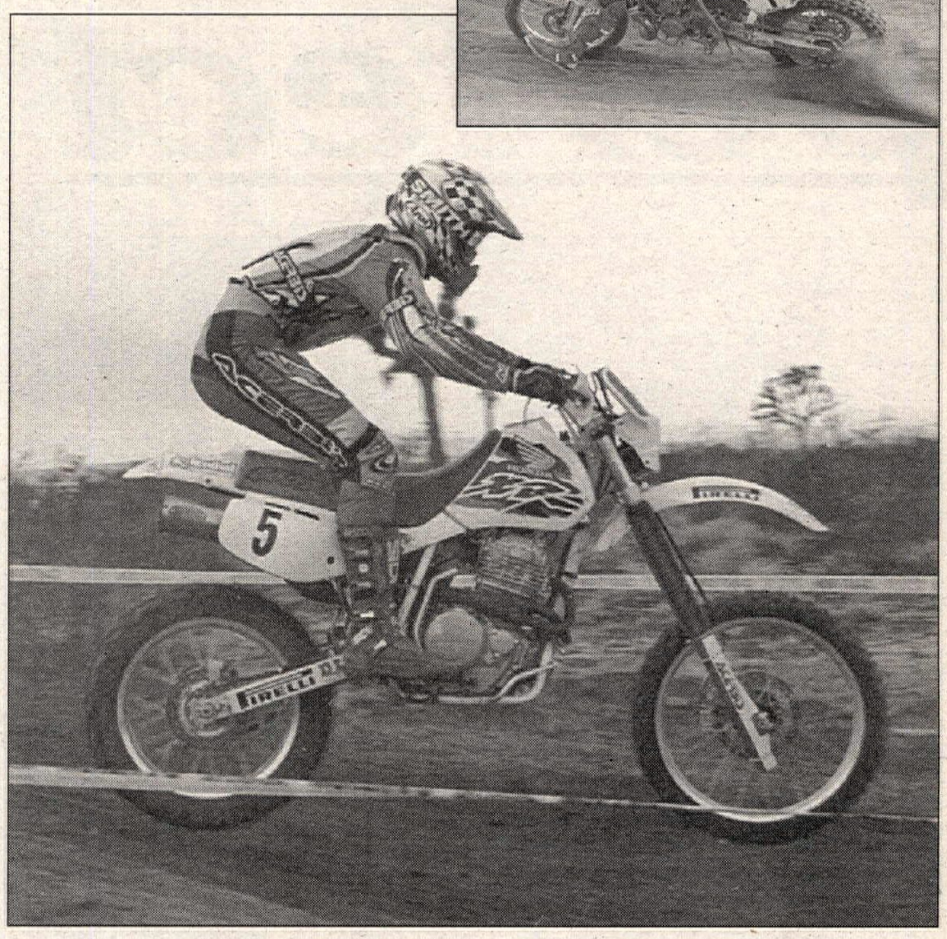
Needless to say, Campbell rode away with the overall win and Staten with the Classic honors. Joel Bilotta ended up with the Vintage-class win. The Dual Sport/Vintage/Classic race would be Campbell's fourth and final win of the weekend, as Krause and his KX500 were quickly getting ready for competition during the final minutes of Campbell's last hurrah.

"I almost missed the Vet race," said Krause, who admitted to forgetting to move his clock forward one hour on his trip back from Utah. "I made it to the start just in time and was able to get the lead right away, but I knew I was going to have to ride fast because of Abe (Baumann)."

At the end of the 75-minute race, Krause rode hard enough to build up a near-four-minute lead over Baumann and third-place finisher Norman. YZ250-mounted John Rudder topped the 250cc Vet class, followed by the CR250 of Jon Parks.

The 11th and final event of the weekend was the Open race. Krause wasted no time in grabbing his second holeshot of the day, and he made it stick all the way to the finish without much pressure from Campbell or third-place finisher Casey Longman.

"I rode hard for a couple of laps to try and catch him but my body was just hammered by the end of the weekend. I figured out I rode something like 240 miles for both days," said Campbell about his winning weekend. "I just got a little tired towards the end." CN



(Top) Paul Krause drove out from a National Hare and Hound in Utah on Saturday to win the Vet and Open Expert classes on Sunday.
(Above) Johnny Campbell flew to four class wins at the Hilltoppers Grand Prix.

Hilltoppers Grand Prix
Twentynine Palms, California
Results: April 4-5, 1998 (Round 3)

U/CLFD: 1. Johnny Campbell (Hon); 2. Jimmy Lewis (Yam); 3. Tim Staab (Hon).
OPEN BEG: 1. Brett Daugherty; 2. Clint Burtle; 3. Ethan Allen.
OPEN NOV: 1. Danny Jones; 2. Dave Lippert; 3. Thomas Bell.
OPEN INT: 1. Jerry Fisher; 2. Durand Mack; 3. Mike Tyner.
OPEN EX: 1. Paul Krause (Kaw); 2. Johnny Campbell (Hon); 3. Casey Longman (Hon).
250 BEG: 1. Dennis Mauer; 2. Brett Daugherty; 3. Bryan Barker.
250 NOV: 1. Chad Walton; 2. Michael Hill; 3. Steve Hernandez.
250 INT: 1. Nick Barlow (Kaw); 2. Dennis Gallagher; 3. Gordon Keller (Kaw).
250 EX: 1. Phil Holcomb (Kaw); 2. Chris Dubowski (KTM).
200 BEG: 1. Nick Thompson; 2. Oscar Dykesten; 3. Jeff Dillon.
200 NOV: 1. P. Ashford; 2. Jeremy Ferro; 2. Robert Werschey.
200 INT: 1. Josh Stice; 2. Colby Gulledge; 3. Mike Miller.
200 EX: 1. David Reese (KTM); 2. Quint Betts (Kaw); 3. Morgan Crawford (Kaw).
MINI BEG: 1. Matthew Lucas; 2. Dustin Braico; 3. Adam Beavidas.
MINI NOV: 1. Ryan Riess; 2. Jeff Dillon; 3. Ty Renshaw.
MINI INT: 1. Craig Gulledge; 2. Jason Jeffrey.
MINI EX: 1. Kurt Caselli (Kaw); 2. Jonathan Davies (Kaw); 3. Bobby Steffan (Kaw).
4-STRK BEG: 1. Miles Davis; James Keating; 3. Cody Pedrnos.
4-STRK NOV: 1. Jay Wahl; 2. Todd Smart; 3. Dave Lippert.
4-STRK INT: 1. Jeff Blackmore; 2. Will Galinato; 3. Rich Suitor.
4-STRK EX: 1. Johnny Campbell (Hon); 2. Tim Staab (Hon); 3. Larry Roeseler (Kaw).
WMN NOV: 1. Mindy Hambleton; 2. Sarah Schike; 3. Deanne Moore.
WMN INT: 1. Heather McNabb; 2. Rita Morneult; 3. Amber Ricket.
WMN EX: 1. Anna Jo Cody (Kaw); 2. Michelle Cassella (Kaw); 3. Shirley Jergensen (Suz).
OPEN PRO: 1. Johnny Campbell (Hon); 2. Larry Roeseler (Kaw); 3. Donnie Morrison (Yam); 4. Ron Schuler (Kaw).
250 PRO: 1. John Whitaker; 2. Robert Barnum.
D/SPT NOV: 1. Rand Keast; 2. Rick Kanatzar; 3. M. Pull.
D/SPT INT: 1. Lance McRoberts; 2. Mike Ferro; 3. Ken Neal.
D/SPT EX: 1. Johnny Campbell (Hon); 2. Mike Martin.
CLSSC NOV: 1. James Howard; 2. Darrell Allen; 3. Vinnie Mandzack.
CLSSC INT: 1. Jimmy Connolly; 2. Steve Dillion; 3. Will Lighthart.
CLSSC EX: 1. Rex Staten (Yam); 2. James Connolly; 3. James Ditson.
VINT NOV: 1. Mike O'Donnell; 2. Steve Hoover; 3. James Kohls.
VINT INT: 1. Paul Ondas; 2. Tom Roach.
VINT EX: 1. Joel Bilotta; 2. Dennis Tooman.
TRAIL VINT: 1. Mike Vordean; 2. Steve Bowdan; 3. Terry Moody.
TEAM OPEN: 1. Rex Staten/Abe Baumann (Kaw); 2. Randy Norman/Tommy Roberts (Kaw); 3. Erik Wolfe/Jason Ingersoll (Kaw).
TEAM 250: 1. Dennis Gallagher/Gordon Keller; 2. Charles Powell/Bart Blankenship; 3. Jeff Nutter/Gary Milain.
TEAM 200: 1. P. Vandenberg/Dwayne Franks; 2. Scott Duval/Robert Saldana; 3. Phill Holcomb/Curtis Walker.
SDHCK: 1. Victor Pohfreyman; 2. Mike Burns/Richard Myers; 3. Dustin Hiniker/Jeff Anders.
VET OPEN BEG: 1. Jon Cinquegrant.
VET OPEN NOV: 1. David Mullen; 2. Mark Salnor; 3. Bruce Young.
VET OPEN INT: 1. Alex Zapata; 2. Brett Sauve; 3. K. Hensley.
VET OPEN EX: 1. Paul Krause (Kaw); 2. Abe Baumann (Kaw); 3. Randy Norman (Kaw).
VET 250 BEG: 1. Ed Bernal; 2. M. Pierce; 3. J. Miller.
VET 250 INT: 1. Dennis Gallagher; 2. Tom Miller; 3. David Jenson.
VET 250 EX: 1. John Rudder (Yam); 2. Jon Parks (Hon); 3. Bob Maxwell.
SR OPEN BEG: 1. Rand Krast; 2. David Blosser; 3. Douglas Tate.
SR OPEN INT: 1. James DeGaine; 2. Richard Jansen; 3. Doug Haas.
SR OPEN EX: 1. Rex Staten (Kaw); 2. Mike McGee (Kaw); 3. E. Rusty.
SR 250 BEG: 1. Dennis Michalis; 2. Barry Wondaal; 3. Wayne Waters.
SR 250 NOV: 1. A. Dusty Rode; 2. Louis Lawler; 3. William Banuelos.
SR 250 INT: 1. John Whitcomb; 2. Jimi Brown; 3. Dana Slater.
SR 250 EX: 1. Bob Maxwell; 2. Charlie Barney (Kaw); 3. Kevin Hastin (Yam).
MAG NOV: 1. Ken Feulner; 2. Phil Blackburn; 3. Terry Brueske.
MAG INT: 1. Phil White; 2. Mike VanAcker; 3. Ken Neal.
MAG EX: 1. Dennis Patterson; 2. Jim Connolly (Hon); 3. Bill Saltzman.
S/SR: 1. Ray Banfield (Yam); 2. George Walker; 3. S.B. Gaetz (Yam).

Pingree, McGavran *perfect*

(Left) David Pingree won both the 125 and 250cc Pro classes during the final round of the series, held at Competition Park. (Above) Brian McGavran has won every 125cc Intermediate moto run in the series.

By Greg Robertson

SAN JACINTO, CA, APR. 5

David Pingree put in a couple of flawless rides to win both the 125 and 250cc Pro classes during the fifth and final round of the Mazda Truck/Goat Eyewear/Circle K/76/GFI Racing-sponsored California Winter Series South, held at Competition Park. Equally impressive was the performance of Yamaha-mounted Bryan McGavran, who went 1-1 on the day for the 125cc Intermediate win and, in doing so, finished out the series with a perfect 10-moto sweep.

Pingree's reign in the 250cc Pro class started as soon as the gate dropped for the one-shot 20-minute moto, as the Team FMF/Honda/Thor rider pulled the holeshot, ahead of Jiri Dostal, Billy Payne and YZ400F-mounted Spud Walters. Walters made the first pass among the lead pack as he pushed Payne back to fourth. Walters closed in on Dostal and was looking to make the pass until he overshot a turn and found himself back in sixth behind the Suzuki duo of Rusty Holland and Jeff Willoh.

Pingree continued to pull away from Dostal, who was coming under fire from Payne in third. Payne was all over Dostal up until the halfway point, when Dostal killed his engine in a corner, handing Payne the runner-up spot. Holland ran third but was soon being pressured by Dostal, who was back up to speed in fourth. Willoh and Walters fought over fifth, with Walters making a pass stick with a couple of laps remaining. When the checkers came out, it was Pingree out front with 10 seconds to spare.

"I pulled a mean holeshot and just tried to ride smooth and aggressive and push the lap times," Pingree said. "The track was fun. I was having fun out there."

Team Green/AXO/Pro Circuit-sponsored Payne found himself all alone in second place after the 20-minute race.

"I made a couple of mistakes on the first lap and got passed by a couple of guys and managed to repass them," Payne said, "and then I was third behind Jiri and he stalled. My mechanic was telling me I was pretty much the same pace as Pingree."

Dostal managed to hold off a hard-charging Walters on the last lap to collect the third-place money.

"Once Payne got by me after I stalled my bike, it was hard to get my rhythm going again and catch him," Dostal said. "I'm happy with what I got."

Willoh would hold on for a close fifth over Ted Campbell and Holland. Dustin Nelson, Steve Andrich and Ty Kady filled in the top 10.

The 125cc Pro action saw Payne put his KX125 into an immediate lead, ahead of Holland, Pingree, Casey Johnson and Willoh, and then Pingree went from third to first on the opening lap. Holland went under Payne in a sweeper to take over second place, with Johnson pushing Payne back another position a lap later. By lap three, Johnson was up to second place and closing in on Pingree.

For the next seven laps Johnson was all over Pingree, just waiting for a mistake to happen. Pingree kept his cool under pressure, and would actually pull away slightly from Johnson in the final laps of the 20-minute race to take the win.

"I knew Casey has been riding real good," Pingree said. "I knew it would be he and I out front, so I tried to get as big a gap as I could. He came right up on me when he got up to second place and we both turned it up pretty good. It was a good race; I had to work hard, for sure."

Johnson would cross the finish a few seconds behind Pingree, but well ahead of Holland in third.

"I tried reeling him (Pingree) in today but he was riding real good," Johnson said. "I was giving it 100 percent out there, but there was nothing I could do to catch him."

Dostal fought his way up from a midpack start to battle it out with Payne over fourth place until Payne crashed hard off a jump and ended up walking back to the pits. Willoh finished ahead of Andrich for fifth, with Jerry Aleman, Donovan Mitchell, Josh Tarantino and Nelson filling out the top 10.

Spud Walters returned later in the day to pick up the 500cc Pro-class win with 1-1 rides. Fellow YZ400F rider Holland kept Walters in check all the way to the finish in both rounds. Craig Canoy brought his thumper across in third both times out, ahead of Kenny Zahrt, Joe Root and Jimbo Sturgill.

McGavran was nothing short of awesome in both 125cc Intermediate motos. McGavran ripped a couple of holeshots, and by the completion of the first lap of each race, he had five seconds on the big field and he would just continue to pull away for the seemingly easy victories.

"I've been practicing my starts a little bit," said the NCY/Fox/Dunlop-backed McGavran. "I charge as hard as I can in the first few laps. Lately I've been starting to charge during the whole moto to get in shape for next year, when I turn Pro. I think I've won every moto in the series. Training and riding every day is starting to pay off." CN

Competition Park
San Jacinto, California
Results: April 5, 1998 (Round 5)

50 F/T (4-6): 1. Eric Hunter (Lem); 2. Brett Harrison (KTM).

50 F/T (7-8): 1. Danya Eve Rodgers (Yam).

50 STK BEG (4-6): 1. Johnny Jelderda (KTM); 2. Richard Romero (KTM); 3. Dakota Garner (Cob); 4. Xavier Stokes-Arrey (KTM); 5. Brett Harrison (KTM).

50 MOD BEG (4-6): 1. Johnny Jelderda (KTM); 2. Richard Romero (KTM); 3. Xavier Stokes-Arrey (KTM); 4. Dakota Garner (Cob).

50 MOD BEG (7-8): 1. David Shepardson (Lem).

50 STK (4-6): 1. Michael Hall (Cob); 2. Garrick Noble (Cob); 3. Richard Sterling (KTM); 4. Blake Baggett (Cob); 5. Dillon Kuntz (Yam).

50 STK (7-8): 1. Christopher Bradshaw (KTM); 2. Scott Noble (Cob); 3. Matt Harrison (KTM); 4. Gary Thompson (KTM); 5. Matthew Richardson (Cob).

50 OPEN: 1. Clayton Murrillo (Cob); 2. Jake Hulett (Lem); 3. Casey Huntley (KTM); 4. Michael Hall (Cob); 5. Scott Noble (Cob).

60 F/T: 1. Matt Harrison (KTM).

60 BEG: 1. Aaron Breid (KTM); 2. B.J. Kuntz (Kaw); 3. Justin Mulford (Kaw); 4. Jake Hulett (Kaw); 5. Ryan McClintock (Kaw).

60 NOV: 1. Brandon Hiner (Kaw); 2. Chad Gores (Kaw); 3. Travis Christensen (Kaw); 4. Jonathan Arana (Kaw); 5. Myles Nall (Kaw).

60 INT: 1. Sean Borkenhagen (Kaw); 2. Michael LaPaglia (KTM).

80 F/T: 1. Kameron Silva (Hon); 2. Justin Mulford (Suz); 3. Josh Johnson (Yam); 4. B.J. Kuntz (Yam); 5. Tyler Herrmann (Hon).

80 BEG: 1. Michael LaPaglia (Suz); 2. Bobby Romeo (Yam); 3. Ryan Landstrom (Yam); 4. Brandon Currie (Kaw); 5. Bruce Prochnavy (Hon).

80 NOV: 1. Ryan Beat (Yam); 2. Tyler Duncan (Yam); 3. Donnie Gritton (Kaw); 4. Chad Gaumer (Hon); 5. Kevin Hunter (Yam).

80 INT: 1. Daryl Ecklund (Yam); 2. David Boothe (Hon); 3. Erik Meyer (Yam); 4. Nick Alvarez (Hon); 5. Jeremy Kelper (Yam).

80 EX: 1. Billy Laninovich (Yam); 2. Jesse Casillas (Yam); 3. Ross Garcia (Yam); 4. Brandon Staddon (Yam).

80 B/W: 1. Jeremy Malott (Kaw); 2. Daniel Nelson (Hon); 3. Scott Butirell (Yam).

S/MINI: 1. Billy Laninovich (Yam); 2. Ross Garcia (Yam); 3. Jesse Casillas (Yam); 4. Daton Beavers (Kaw); 5. Daryl Ecklund (Yam).

125 BEG: 1. Tim Weigard (Yam); 2. David Kelley (Kaw); 3. Ben Munkins (Hon); 4. Larry Widener (Kaw); 5. Kyle de Quillettes (Yam).

125 NOV: 1. Derek Chase (Yam); 2. Matt Condon (Yam); 3. John King (Yam); 4. Rod Hamby (Yam); 5. Greg Chimits (Yam).

125 INT: 1. Bryan McGavran (Yam); 2. Sean Hamblin (Yam); 3. Bobby Bonds (Yam); 4. Michael Sleeter (Yam); 5. Dusty Walters (Yam).

125 PRO: 1. David Pingree (Hon); 2. Casey Johnson (Kaw); 3. Jiri Dostal (Suz); 4. Rusty Holland (Suz); 5. Jeff Willoh (Suz).

250 BEG: 1. Brian MacAfee (Hon); 2. Zach Scuri (Yam); 3. Heath McCormith (Suz); 4. Brian Smolski (Yam); 5. Jerrod Paulson (Yam).

250 NOV: 1. Jason Myhren (Hon); 2. Jimmy Bateson (Kaw); 3. Brian Morgan (Suz); 4. Garth Milan (Yam); 5. John Atwood (Hon).

250 INT: 1. Todd Mitchell (Suz); 2. Jason Dubin (Suz); 3. Ron Gilbert (Kaw); 4. Gary Trachy (Yam); 5. Raymond Bowers (Hon).

250 PRO: 1. David Pingree (Hon); 2. Billy Payne (Kaw); 3. Jiri Dostal (Suz); 4. Spud Walters (Yam); 5. Jeff Willoh (Suz).

500 BEG: 1. Shannon Sellers (Hon).

500 NOV: 1. Judd Scanlan (Yam); 2. Garth Milan (Yam).

500 PRO: 1. Spud Walters (Yam); 2. Rusty Holland (Yam); 3. Craig Canoy (Yam); 4. Kenny Zahrt (Yam); 5. Joe Root (Yam).

25+ BEG: 1. Sam Trout (Kaw); 2. Wayne Cook (Kaw); 3. Brian Smolski (Yam); 4 .Jeff Paull (Kaw); 5. Chad Bolton (Hon).

25+ NOV: 1. David Trout (Yam); 2. Todd Flaming (Yam); 3. Chris Sanchirico (Kaw); 4. Scott Marlow (Yam); 5. Chris Repp (Kaw).

25+ INT: 1. Todd Mitchell (Suz); 2. Gary Trachy (Yam); 3. Revelle Harrison (KTM); 4. David McCown (Yam); 5. Randy Danylo (Kaw).

25+ EX: 1. Jon Zahrt (Kaw); 2. Kenny Zahrt (Yam); 3. Ron Gilbert (Kaw); 4. Joe Root (Yam); 5. Bob Shimp (Yam).

30+ BEG: 1. Joe Fernandez; 2. Brian Burch (Yam); 3. Milton Mize (Hon); 4. Darin Murdoch (Yam); 5. Ken Lurcook (Suz).

30+ NOV: 1. Scott Schubert (Yam); 2. Robbie James (Yam); 3. Chris Repp (Kaw); 4. Chris Sanchirico (Kaw); 5. Jay Pavlvec (Hon).

30+ INT: 1. Shawn Heit (Hon); 2. Randy Danylo (Kaw); 3. Tony Sulli (Suz); 4. Craig McCall (Kaw); 5. David Fontes (Yam).

30+ PRO: 1. Craig Canoy (Yam); 2. Jim Kuntz (Yam); 3. Jon Zahrt (Kaw); 4. Martin Klossner (Yam); 5. Kenny Zahrt (Yam).

35+ NOV: 1. Philip Taboada (Yam); 2. Del Ocheltree (Suz); 3. J.D. Bramlet (Suz); 4. Mark Hesse (Yam); 5. Les Abernathy (Kaw).

35+ INT: 1. Craig Caughey (Kaw); 2. Darin Layton (Yam); 3. Fred Nichols (Hon); 4. Jeff Gianni (Suz); 5. David Fontes (Yam).

40+ NOV: 1. J.D. Bramlet (Suz); 2. Fred Willis (Kaw); 3. Clement Mark Moore (Suz); 4. Karl Scanlan (Yam).

40+ INT: 1. Jeff Gianni (Suz); 2. Philip Taboada (Yam); 3. Mike Altenhofe (Hon); 4. Del Ocheltree (Suz); 5. Greg McCarthy (Hon).

40+ EX: 1. Ron Turner (Yam); 2. Mark White (Kaw); 3. Kenny Zahrt (Yam); 4. Joe Root (Yam); 5. Bob Shimp (Yam).

Ride For Kids dual sport

By Anne Van Beveren
Photos by Tom Van Beveren

SAN BERNARDINO, CA, MAR. 15

Dual-sporters don't need a good reason to go riding, but they found a number of very good reasons to ride at this year's Southern California Ride For Kids dual sport event.

The number-one reason was to raise funds to help the fight against pediatric brain tumors. The 200 dual-sporters who gathered at Glen Helen Regional Park raised almost $40,000 to help fund research to find a cure for this tragic childhood illness.

"This is a great cause, and we're totally dedicated to raising money for it," said Larry Langley, whose club - the Orange County Dualies - contributed almost half of the money that was raised. "We raised over $17,000 and we're still going. We did a candy sale, a garage sale, a raffle - we're raffling off a Honda XR400 - and we had a giant parking-lot sale yesterday. We believe in this and want to do everything we can to help the kids."

The ride got off to a late start thanks to a round of speeches that included words from the event organizers, the mother of a child with a brain tumor, a doctor who treats brain tumors, and employees of American Honda, which helped to sponsor the event and provided a pancake breakfast. The speeches, along with the presentation of the check, combined to make the riders' meeting last almost two hours, and the dual-sporters were champing at the bit by the time they hit the trail around 11 a.m.

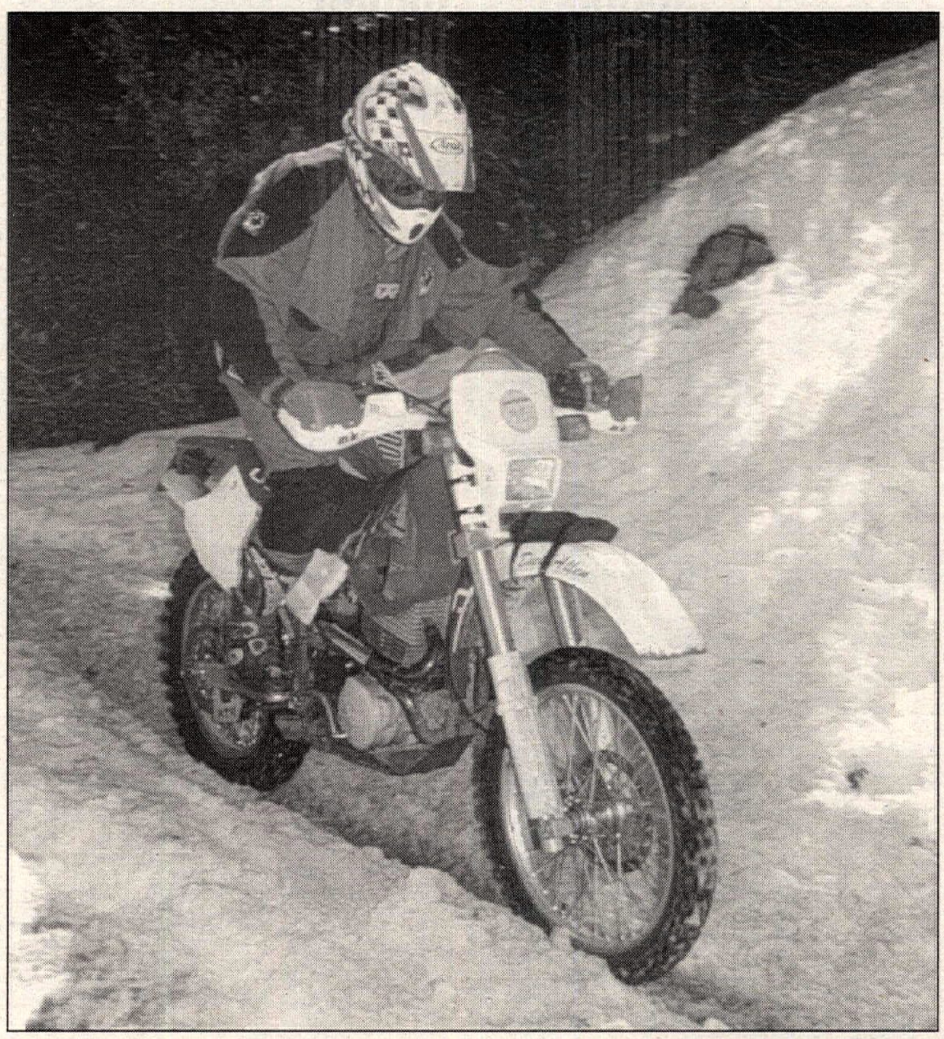
Once they were moving, however, the participants found another good reason to attend the Ride For Kids: a fun course that took them on a 100-mile jaunt through the San Bernardino Mountains and the high desert near Victorville.

Adventurous riders began their day with a lap of the Glen Helen motocross track and a blast through a portion of the Prospectors Grand Prix course. They then joined the rest of the field for a romp up a sandy wash that led north into the foothills.

"I got off to a bit of a rough start in that damn sand wash, let me tell you, but once I got out of there, everything else seemed like a piece of cake," said Danielle Cohn, who was tackling the fifth ride of her dual sport career on a Yamaha XT225. "Last year when I did this ride, it was the first dual sport ride I'd ever done, and I couldn't make it all the way - I had to cut off a section. This year I'm aiming to do the whole thing."

Like many of the repeat riders, Cohn was in for a bit of a surprise. Instead of the novice-friendly course of years gone by, three-quarters of an inch of rain the day before the ride had turned a slightly-tougher-than-usual course into a real challenge in spots. There were mud puddles to contend with, slippery downhills and, in a first for many of the Southern California riders, a 3-mile section of snow.

For John Smith, a three-time dual sport rider who had a kidney transplant back in August, the ride was a little more challenging than he had hoped it would be.



"This was pretty gnarly compared to the other two rides I did. I was messing with the roll chart, trying to get a cramp out of my right hand and, *boom*, that was it," said Smith, who went off the side of the trail and slid about 20 feet down the side of the mountain. "It was probably another 200 feet down to the bottom and the bike was pinned on top of me in the middle of an ant hill. I had to wave for guys to stop. A lot of people didn't see me, but I finally started waving my helmet. I really want to thank the guys who helped me out."

Riders were falling left and right in the snow-covered section of the course, which brought out a lot of ingenious riding techniques that ranged from standing up and trying to be smooth to riding at 2 mph and dropping the bike every few feet.

The snow was cause for complaint for Leroy Miller, who was riding with his son Chuck Miller and his grandson Ryan.

"The course was outstanding, but I have a complaint about the section up in the snow," said Miller. "All of the long-legged guys put their feet down going through the snow and kicked the snow out of the way. They lowered it, which made it really tough when us short-legged guys came through. That's not fair. The long-legged guys should only be allowed to ride with their feet on the pegs."

The course was laid out like a large figure eight. The first half of the figure eight looped through the San Bernardino Mountains on the west side of Interstate 15 and offered an extra 9-mile section for riders who wanted the fun of a single-track roller-coaster ride through the bushes on the way to the lunch/gas stop in the Cajon Pass. The fun continued after lunch with another loop through the San Bernardino Mountains, this time on the east side of I-15.

(Top) Dick Allen was one of the many dual-sporters who participated in the Ride For Kids dual sport ride, much of which was spent in the San Bernardino Mountains of Southern California. (Above) Carnage in the snow was a common sight on the Ride For Kids.

"It's an excellent course and the conditions are perfect because of the rain. There's great traction and no dust, and we've seen some great scenery," said Bob Oman. "I'm just thankful that we didn't have to go uphill in the snow. That would've been tough and I already had my little fall-down. I got suckered into an uphill sort of a thing and just fell over."

The ride appealed to dual-sporters at all levels, from off-road racing ace Bruce Ogilvie, who turned the event into a family affair by riding with his father and father-in-law, to DR250-mounted Hal Richardson, who was tackling his first-ever dual sport ride.

"My son got me into it. He's up ahead somewhere, and I hope he's waiting for me," said Richardson halfway through the day. "It's great and I'm having a lot of fun, but I'm 62 and I'm a bit tired. I've just got to go a little slower than the rest of the guys, that's for sure."

The course presented unique challenges for sidecar pilots such as Mike Braverman, who was riding with his 8-year-old son Robert.

"We got stuck one time in the snow and had to have a couple of people help push us out, and we couldn't take the single-track, but we're having a great time," said Braverman. "We're just trying to keep up."

Longtime off-road riders such as Red Austin found fun in all the memories that the course brought back.

"The hard-way section was a real remembrance of a lot of old trails that I used to ride 30 years ago. That was very enjoyable," said Austin. "This is only my second dual sport ride. It makes me want to do more."

"It was a great ride for everybody," said Tom Diaz, who tackled the course on a 1985 Honda XR350. "It had all different levels and, except for the snow in some spots, it was pretty easy to stay on the road. I've only been riding a year and a half, and I had a blast. It's beautiful riding out here, and rides like this make you want to come back and do it more often." CN

AMA/PJ1 Northwest Amateur Arenacross Championship

Turner pounds Portland

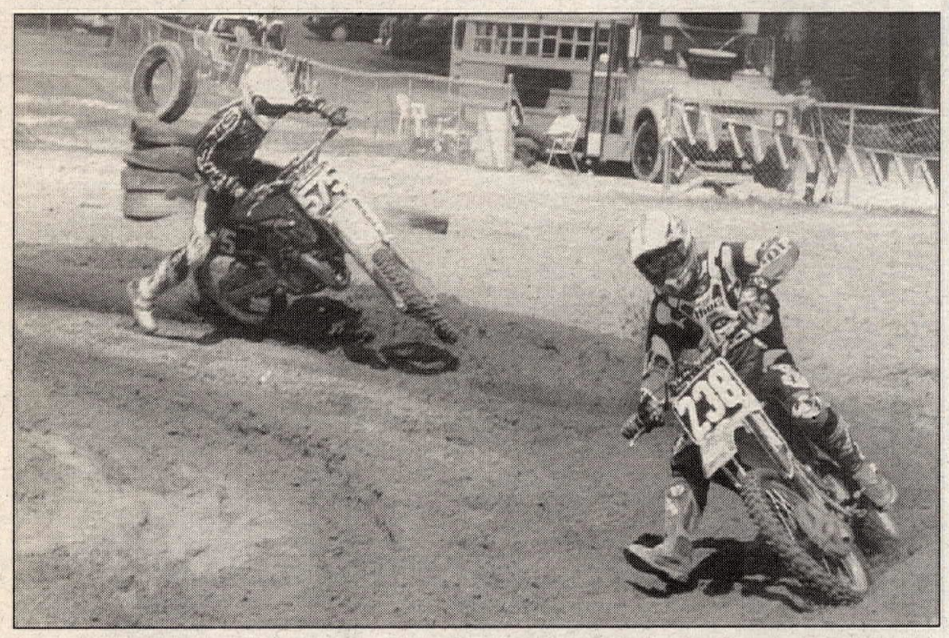
By Clay Light

PORTLAND, OR, APR. 3-4

Kawasaki-mounted David Turner was in a class all his own in the 250cc Amateur competition during the AMA/PJ1 Northwest Amateur Arenacross Championship, held at Portland's Memorial Coliseum. Turner scored runaway wins in both nights of competition.

Turner, who - based on his air time and large-margin victories - looks to be

(Above) Justin Keeney posted runaway wins on both nights of competition in the 65cc class at the PJ1 Amateur AX held at Portland's Memorial Coliseum.
(Left) David Turner dominated the 250cc Amateur class during both nights of the PJ1 Amateur Arenacross held in Portland, Oregon.
(Below) 125cc A-class winner Chad Newton (238) leads challenger Jon Boruff (575) during round three of the Team Carolina Ultra MX Series, held at Sandhills MX in Chesterfield, South Carolina.
(Bottom) Adam Overcash (10) dominated the Supermini class at Sandhills MX by going 1-1.



on the verge of turning Pro, easily won Friday's 250cc Amateur final, ahead of fellow Kawasaki rider Dale Neely. Turner did likewise in Saturday's race, but it was much harder to earn, as Kawasaki rider Gary Terlecki (brother of AMA Pro Ryan Terlecki) chased Turner for many laps. Turner went off the track during the midpoint of the race, handing Terlecki a lead that in most instances would have earned the Oregon rider a win. However, Turner came back with a vengeance and caught up to Terlecki, who in turn clipped a hay bale and relinquished the lead to Turner. Once out front, Turner soared to heights reminiscent of the AMA Pros, earning a sweep of the weekend. Terlecki remounted in time to salvage second, ahead of Beau Bamburg, Travis Hansen, Jeff Huber and Neely, the sixth-place finisher.

KTM rider Sean Bergland did likewise in both of the 50cc main events and was clearly the dominant 50cc rider of the weekend. Bergland bested a 14-rider field on Friday night, then bounced back to lead 12 riders to the finish in Saturday's finale. Fellow KTM rider Tevin Tapia was second to Bergland both nights, and Jacob Kannada filled out the final podium spot both nights.

In a continuation of class dominance, Justin Keeney conquered the 60cc class, posting runaway wins on both nights. On Friday night, as was the case Saturday night, Daniel Levy was Keeney's closest competition, finishing second to the Lebanon, Oregon, rider. A spirited

performance in the class came from Bergland, who rode a 50cc KTM to third-place finishes both nights.

Finalizing class sweeps of the weekend were 80cc rider Keith Kadell and 125cc winner Dan Reude, from Washougal, Washington.

Oregon's Tyler Fick put his KX out in front of Friday's 80cc main event to lead Ryan Abrigo, Marc Miller-Jones and Scott Mengis through the deep whoops. Fick soon lost his lead to Abrigo, who soared to incredible heights. But like many of the 80cc-and-smaller machines, Abrigo had trouble in the whoop section. Kadell took it from that point to wrap up a win ahead of Miller-Jones and Abrigo.

Kadell's Saturday night win came after taking a commanding lead over Abrigo and Fick. Abrigo made up incredible ground on leader Kadell, but his woes continued in the gnarly whoop section and he was doomed to the number-two spot, ahead of Fick. Miller-Jones also had his share of problems and finished fourth, ahead of Derrick Hakes.

Yamaha-mounted Reude and fellow YZ pilot Shawn Gilbert placed one-two in both nights of 125cc action. Reude ran away with Friday's main event, but got out of shape on Saturday night and crashed, handing Kawasaki rider Marc Herzog a lead that was short-lived, as Reude forged ahead of both Gilbert and Herzog to finalize his 125cc dominance. CN

Memorial Coliseum
Portland, Oregon
Results: April 3-4, 1998

Friday

50 AM: 1. Sean Bergland (KTM); 2. Tevin Tapia (KTM); 3. Jacob Kannada (Cob); 4. Jared Wood (Lem); 5. Landon Currier (KTM).

65 AM: 1. Justin Keeney (Kaw); 2. Daniel Levy (Kaw); 3. Sean Bergland (Kaw); 4. Mark Studebaker (Kaw).

85 AM: 1. Keith Kadell (Hon); 2. Ryan Abrigo (Kaw); 3. Tyler Fick (Kaw); 4. Marc Miller-Jones (Hon); 5. Derrick Hakes (Kaw).

125 AM: 1. Dan Reude (Yam); 2. Shawn Gilbert (Yam); 3. Jason Lytle (Hon); 4. Austin Webb (Hon); 5. Marc Herzog (Kaw).

250 AM: 1. David Turner (Kaw); 2. Dale Neely (Kaw); 3. Steve Corrie (Hon); 4. Chris Hlavac (Suz).

Saturday

50 AM: 1. Sean Bergland (KTM); 2. Tevin Tapia (KTM); 3. Jacob Kannada (Cob); 4. Landon Currier (KTM); 5. Tim Capps (KTM).

65 AM: 1. Justin Keeney (Kaw); 2. Daniel Levy (Kaw); 3. Sean Bergland (KTM).

85 AM: 1. Keith Kadell (Hon); 2. Marc Miller-Jones (Hon); 3. Ryan Abrigo (Kaw); 4. Tyler Fick (Kaw); 5. Adam Metzler (Suz).

125 AM: 1. Dan Reude (Yam); 2. Shawn Gilbert (Yam); 3. Jason Lytle (Hon); 4. Jeremy Walker (Suz); 5. Austin Webb (Hon).

250 AM: 1. David Turner (Kaw); 2. Gary Terlecki (Kaw); 3. Beau Bamburg (Kaw); 4. Travis Hanson (Kaw); 5. Jeff Huber (Kaw).

AMA Team Carolina Ultra MX Series, Round 3

Newton soars

By Kirk Johnson

CHESTERFIELD, SC, MAR. 29

Kingsport Suzuki rider Chad Newton decided he had seen the competition's backs too much lately. So with the temperatures soaring up into the mid-80s, Newton soared to a hard-fought win in the 125cc Pro class at round three of the Winters Marketing/Amway Team Carolina Ultra MX Series, held at Sandhills MX.

The first 125c Pro moto saw Suzuki of Winston Salem's Chad Lough grab the holeshot over Yamaha rider Chris Wagner, Suzuki of Gastonia's/BDR-supported Troy Crisp, Team Green-mounted Jeff Gibson and Kawasaki-mounted Richie Horton. Lough quickly established a cushion over the rest of the field as Gibson was busy trying work up to the number-two position. It took the Ohio rider a couple of laps to work up to second, and by that time Lough had five seconds over Gibson.

All eyes were focused on the two front-runners, but a couple of other riders were making significant moves through the pack as well. Newton was moving up into the top five, as was fellow Kingsport teammate Jon Boruff. Up front, Gibson was slowly closing the gap on Lough. As the race moved into its final stages, Gibson made a move when Lough made a miscue. Gibson took the moto win, followed closely by Lough, a hard-charging Newton, Boruff and Charlotte Yamaha/Acerbis/FMF-sponsored Chuck Shirley. Shirley stole the fifth position from a fading Crisp in the final few turns. The two riders collided and went down, with Crisp coming out on the losing end of the collision with a damaged pipe and seat.

Newton, not wanting to work through the pack again, took the holeshot in moto two, with Gibson and Boruff in tow, and the three quickly pulled away from the rest of the field. Newton established a small lead over the other two riders as they were embroiled in a battle over the number-two position. Gibson managed to break away from Boruff momentarily and made a run at Newton. Gibson then made a mistake while trying to get by Newton and, with Boruff just waiting to pounce, the Kawasaki rider quickly found himself relegated to third. With Gibson in third, Newton now held the overall in his hands, but Boruff had other ideas and wanted to play the spoiler.

As the race drew to a close, Boruff was stalking Newton, just waiting for the right time to make a pass. Newton, however, seemed to have all the answers and countered Boruff's attempts. As the white flag came out, you could throw a blanket over the two front-runners. Gibson, who was never a factor after the midrace miscue, was positioned in third and waiting for the others to make a mistake. Boruff shadowed Newton the entire final lap and had picked his spot to make the pass - the final corner. Boruff had been jumping the finish-line straightaway doubles from the inside of the corner, and Newton had been taking the outside line. Newton seemed to read Boruff's mind and moved to the inside line, while Boruff used quick thinking and committed to the outside line. As quick as Boruff made his decision, Newton switched up his line and went to the outside as well. The two riders touched and, with Newton on the inside, Boruff saw his chances for a pass go up in smoke. Newton took the win and his first overall of the Ultra Series, Boruff recovered from the bobble and took second, Gibson came home a lonely third, Lough took fourth, and the ailing Shirley rounded out the top five.

Only two riders were able to pull off double-class wins on the day: Team Green's Josh Summey and Baker's Cycles/Suzuki of Gastonia-backed Joel Baker. Summey's wins came in the 85cc (14-15) and Schoolboy classes. The Schoolboy win did not come as easily, as it came down to the wire. When the dust

settled, Summey had grabbed the overall win with a 3-1 score over Suzuki of Gastonia teammates Nick Warner (2-2) and Doug Earls (1-3).

Baker's wins were in the Vet classes, and the Hudson, North Carolina, rider's first win was in the Over 35 class. Baker had to hold off advances from fellow Suzuki rider Gregory Lykens and Honda rider Craig Peterson. Baker had to work a little harder for the Over 30 A-class win as the always-quick Chris Wagner jumped out front early in both motos, forcing Baker to find his way around him both times out. Rounding out the top three was Al Lane Kawasaki/G-Force Designs/Harrison Race Support's David Eller (4-3). CN

Sandhills MX
Chesterfield, South Carolina
Results: March 29, 1998 (Round 3)

JR MINI: 1. Travis Flowers (Suz); 2. Jake Griffis (Kaw); 3. Dustin Oates (Kaw); 4. Joshua Schmitt (Suz.); 5. Chris Osborne (Suz).

50 (4-6): 1. Madison Hambright (Cob); 2. McKinnon Welborn (Cob); 3. Tyler Glance (Cob); 4. Nickalus Schmitt (KTM); 5. Jeremy Harper (KTM).

50 (7-8): 1. Broc Tickle (Cob); 2. Tyler Bright (Cob); 3. Davin Price (Lem); 4. Christopher Newton (Cob); 5. Luke Griffis (Cob).

50 SHFT: 1. Ryan Gaughf (Yam); 2. Colton Tickle (Yam); 3. Ian Baetlein (Yam); 4. Damon Hambright (Yam); 5. David Hornor (Yam).

60 (7-9): 1. Jake Griffis (Kaw); 2. Davin Price (Kaw); 3. Derek Pitzer (Kaw); 4. Austin Stroupe (Kaw); 5. Broc Tickle (Kaw).

60 (10-11): 1. Joshua Schmitt (Kaw); 2. Chris Osborne (Kaw); 3. Derrick Gause (Kaw); 4. Christopher Chesnee (KTM); 5. Stephen Cooke (Kaw).

85 (12-13): 1. Kyle Justice (Kaw); 2. Blake Tillman (Suz); 3. Ryan Burkett (Yam); 4. Matt Miller (Suz); 5. Jason Tucker (Kaw).

85 (14-15): 1. Joshua Summey (Kaw); 2. Adam Overcash (Suz); 3. William Bryant (Yam); 4. Nicholas Vargo (Suz); 5. Dered Huffstetler (Suz).

85 D: 1. Daniel Hurley (Kaw); 2. Chris Hureylltt (Yam); 3. Freddie Rowe III (Hon); 4. Malcolm Klepp (Hon); 5. Scott Hagans (Yam).

125 A: 1. Chad Newton (Suz); 2. Jeff Gibson (Kaw); 3. Jon Boruff (Suz); 4. Chad Lough (Suz); 5. Chuck Shirley (Yam).

125 B: 1. Paul Justus (Suz); 2. Joshua Capps (Kaw); 3. Casey Barnes (Suz); 4. Doug Earls (Suz); 5. Brad Edwards (Suz).

125 C: 1. Anthony Griffis (Kaw); 2. Evan Owenby (Suz); 3. Siler Chapman (Suz); 4. Adam Ward (Suz); 5. Ryan Hankins (Yam).

125 D: 1. Jamie Wiley (Yam); 2. Chris Everett (Hon); 3. Brad Lindley (Suz); 4. Dustin Messer (Suz); 5. Jonathan Craig (Yam).

250 A: 1. Jon Boruff (Suz); 2. Chad Lough (Suz); 3. Jeff Gibson (Kaw); 4. Chad Newton (Suz); 5. Chuck Shirley (Yam).

250 B: 1. Joshua Capps (Kaw); 2. Jamie Nicholson (Yam); 3. Nicholas McAllister (Kaw); 4. Paul Justus (Suz); 5. Brad Edwards (Suz).

250 C: 1. Brian Bishop (Hon); 2. C. Craig Petersen (Hon); 3. Jason Surface (Hon); 4. Noel Hall (Kaw); 5. Monte Lewis (Kaw).

250 D: 1. Billy Gibson (Kaw); 2. Rodney Brooks (Suz); 3. Greg Clark (Kaw); 4. Scott Campbell (Suz); 5. Dustin Messer (Suz).

25+ A: 1. Benjamin Rutledge (Suz); 2. Kirk Johnson (Yam); 3. Joel Baker (Suz); 4. David Eller (Kaw); 5. Leslie Belcher (Suz).

25+ B: 1. Jeff Mushala (Yam); 2. Michael Milem (Kaw); 3. Stacey Barnett (Kaw); 4. Jimmy Pitcock (Suz); 5. Eric Ferguson (Yam).

25+ C: 1. Jason Surface (Hon); 2. Monte Lewis (Kaw); 3. Noel Hall (Kaw); 4. Mark Whitley (Yam); 5. Keith Garland (Kaw).

30+ A: 1. Joel Baker (Suz); 2. Chris Wagner (Yam); 3. David Eller (Kaw); 4. Kenneth Pruett (Yam); 5. Leslie Belcher (Suz).

30+ B: 1. Daniel Bell (Suz); 2. Gregory Lykens (Suz); 3. David Tucker (Suz); 4. Jeff Tomlinson (Yam); 5. Keith Nevers (Kaw).

30+ C: 1. Keith Garland (Kaw); 2. Mark Whatley (Yam); 3. Ronald Weaver (Yam); 4. Ben Anderson Jr. (Hon); 5. Eddie Parham (Hon).

35+: 1. Joel Baker (Suz); 2. Gregory Lykens (Suz); 3. C. Craig Petersen (Hon); 4. David Tucker (Suz); 5. Thomas Perkins Jr. (Suz).

40+: 1. Robert Neeley Jr. (KTM); 2. Carl Vargo (Suz); 3. Gary Baisden (Suz); 4. Rick Rikard (Suz); 5. Donald Mays Jr. (Hon).

U/L AM: 1. Jered Black (Yam); 2. Eric Barnes (Suz); 3. Robert Smith (KTM); 4. Justin Brooks (Yam); 5. David Dunbar (Hon).

U/L C/D: 1. Scott Spittle (Kaw); 2. Adam Ward (Suz); 3. Jackson Vick (Yam); 4. John Guker (KTM); 5. Stephen Weaver (Kaw).

SCHBY: 1. Joshua Summey (Kaw); 2. Nicholas Warner (Suz); 3. Doug Earls (Suz); 4. Casey Barnes (Suz); 5. Anthony Griffis (Kaw).

4-STRK: 1. Kirk Johnson (Yam); 2. Richard Hiers (Suz); 3. Lonnie Taylor (Yam); 4. Robert Smith (KTM); 5. Eric Ferguson (Yam).

S/MINI: 1. Adam Overcash (Suz); 2. William Bryant (Yam); 3. Travis Flowers (Suz); 4. Chad Love (Suz); 5. Dered Huffstetler (Suz).

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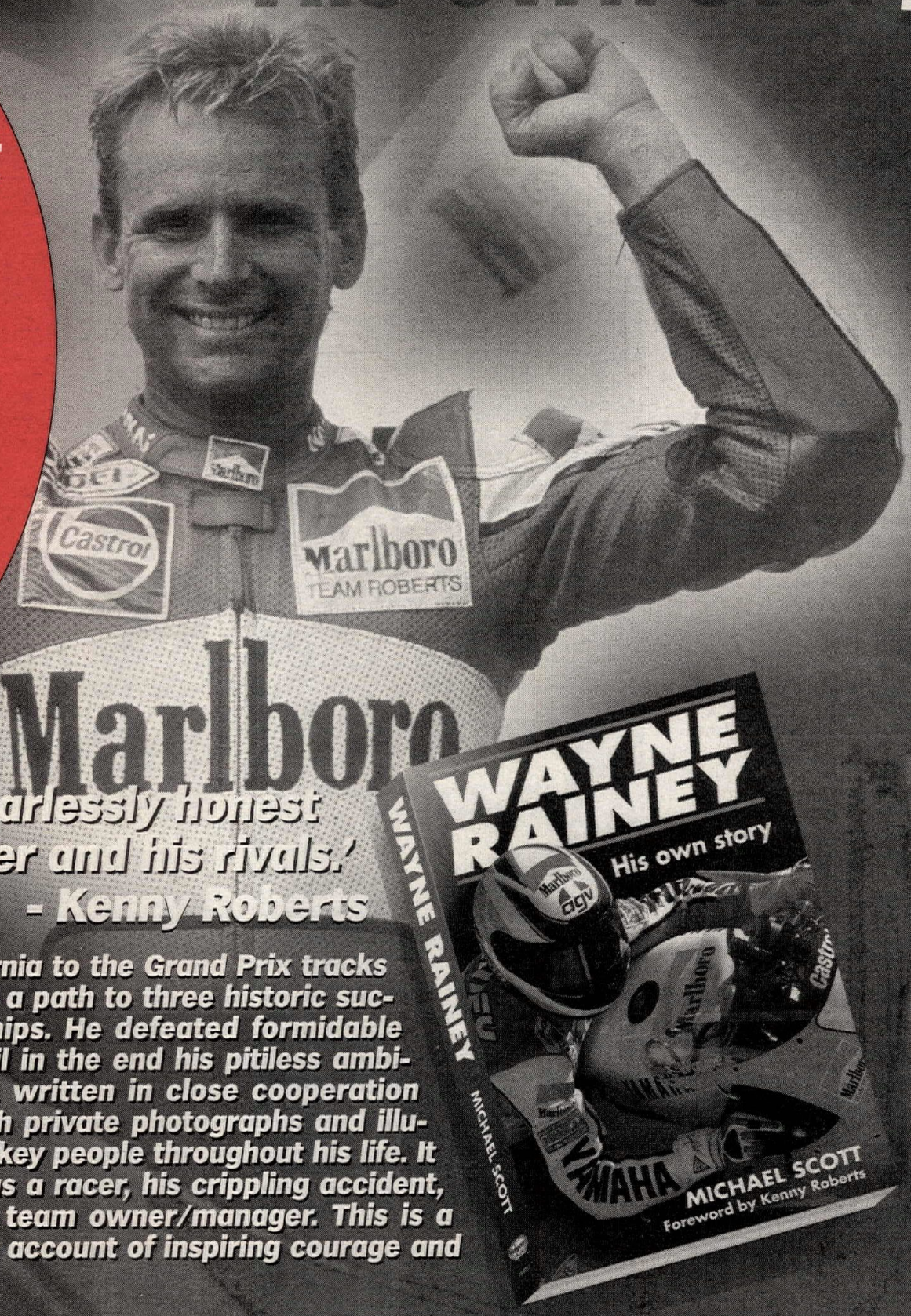

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AMA Mid-South Winter Hare Scrambles Series, Round 10

It's Plessinger's turn

By Paul Michels

DICKSON, TN, MAR. 29

Scott Plessinger took time out from his busy racing schedule to snare top honors at the final round of the AMA Mid-South Pirelli/Moose Off-Road Winter Hare Scrambles Series on a beautiful 80-degree day in southwestern Tennessee.

"My friend Duane Conner and I decided last night to come down and get some time in the saddle before next weekend down here at Loretta Lynn's, so he picked me up this morning and we hauled butt down here," said Plessinger about coming out to the final round. "Although the results haven't showed it, my bike has been working well; I've just had some bad luck lately. Last week in South Carolina I broke off my shifter, and in Florida I ran out of gas. So I'm confident I'll be back in the hunt soon."

Mike Sampson, aboard his Great Daves/Maxxis Tires/Sprocket Specialists-sponsored TM, knew just what he had to do to win the championship. It was fairly simple on paper: Just finish ahead of Stephens Sports Center Kawasaki-mounted Blair Bersano, and the title was his.

The hosting club, Don Thava Factory Works, laid out an exciting 8-mile course in a new, never-before-ridden location, with very little mud and fast, dry woods trails.

Sampson wasted little time as he laid claim to the holeshot and continued out front as the pros entered the scoring tent at the end of lap one. Plessinger was second, while factory Gas Gas pilot Conner stayed close in third. Bersano came through fourth and Indiana's John Maschino, on another Great Daves TM, rounded out the top five.

Sampson continued his charge out front until the end of lap three, when he stopped for gas and Plessinger shot past for the lead. The race for first was now over, as Plessinger never let up or looked back until he had crossed the line with the win. Sampson was consistent and stayed close to the leader and came through the checkers about 15 seconds back to earn the championship. Conner kept the two front-runners in sight as he came through a respectable third just a few seconds back.

"The bike is working pretty well," Conner said about his new Gas Gas. "We've had a couple minor problems in the first couple of races that kept us out of a top spot, but the biggest drawback is the small MX-sized tank. I usually have to make an extra gas stop in the three-hour-plus races. Other than that, I really like the bike. I think it's just a matter of time now."

Maschino moved into the fourth spot on the fifth lap, and Bersano was a disappointed fifth.

"I've got to hand it to Sampson," said a disappointed Bersano after the race." He did what I should have by riding a smart, consistent race." CN

AMA Mid-South Winter HS Series
Dickson, Tennessee
Results: March 29, 1998 (Round 10)

AA PRO: 1. Scott Plessinger (KTM); 2. Mike Sampson (TM); 3. Duane Conner (G-G); 4. John Maschino (TM); 5. Blair Bersano (Kaw).

250 A: 1. Steve Gordon (Kaw); 2. Chris Hicks (KTM); 3. Lance Smith (Yam); 4. Gary Hendricks; 5. David Durkee (Yam).

VET A: 1. Michael Cornett (Yam); 2. Wade Perry (Kaw); 3. Timmy Pool (Kaw), 4. Phillip Barker (Hon); 5. Gary Copeland (Kaw).

OPEN A: 1. Robert Lich (Kaw); 2. Harvey Whitaker (Kaw).

SR A: 1. Paul Michels (Hon); 2. Jerry Castleman (Kaw); 3. David Scotton (KTM); 4. Fletcher Lambert (Hus); 5. Darryl Moody (Yam).

4-STRK A: 1. Robert Patterson (Yam); 2. Joey Harrell (Yam); 3. Jim Parsons (Hon); 4. Steve Thomas (Kaw); 5. Mark Hosbach (Yam).

250 B: 1. Rod Lyonhurst (Hon); 2. Jerry Ketchum (KTM); 3. Brent Mercer (Yam); 4. Brett Griggs (Yam); 5. Billy Cooper (KTM).

4-STRK B: 1. Michael Westerfield (Hon); 2. David Zanet (Kaw); 3. David Dougherty (Hon); 4. Robert Jacks (Hon); 5. Billy Proffitt (Hon).

OPEN B: 1. Jason Dickey (KTM); 2. Norman Richards (KTM); 3. Tony Rodriguez (Kaw); 4. Tom Morrison (KTM); 5. Charles Lankford (Hus).

200 B: 1. Mike McCrea; 2. Alan Westerfield (Kaw); 3. William Young (Kaw); 4. Charles Kirby (Hon); 5. David Ridgeway (Kaw).

125 B: 1. Ian Sherwood (Yam); 2. Joey Still (Yam); 3. John Glaus (Kaw); 4. Dustin Gibson (Yam); 5. Joel Byron (Yam).

VET B: 1. Mark Wood (Hon); 2. Ricky Whitely (Kaw); 3. David Granderson (Suz); 4. Larry Keown (Yam); 5. Gene Thurman (Yam).

SR B: 1. Ronnie Hackett (Suz); 2. Leon Parker (Hon); 3. Jesse Carter (Kaw); 4. Vergle Young (Hon); 5. Larry Still (Hon).

S/SR: 1. Chuck Rhoten (KTM); 2. Don Ryle (Hon); 3. John Giles (Yam); 4. Lonnie Watson (Kaw); 5. John Gorden (Kaw).

OPEN C: 1. Tenet Ashby (Suz); 2. Chad Hollis (Kaw); 3. Jamie Hall (Hon); 4. Ike Vanzant (Hon); 5. Kevin Dossett (Hon).

200 C: 1. Derek Bratcher (Kaw); 2. Russell Green (Kaw); 3. Richard Frost (Kaw); 4. Barry McIntyre (Kaw); 5. Ryan Taylor (Kaw).

BEG: 1. Charlie Marsh (Hon); 2. Brian Denny (Kaw); 3. Mark Green (Yam); 4. Ross Jackson (Kaw); 5. Chris Richard (Hon).

U.S. Trials Series, Rounds 3 & 4

Aaron hops ahead

By Daryl Baier

SEQUATCHIE, TN, MAR. 21-22

In the cold rain and mud of Tennessee, Geoff Aaron landed his first win of the season at round three of the 1998 AMA/NATC National Championship Trail Series, then returned the next day to do it again at round four.

Saturday's event was run in cold 40-degree temperatures and heavy rains, which made the trial muddy and merciless. Going into the first section of the event, the riders were faced with a 4-foot vertical rock wall, followed by a creek that was almost 3 feet deep and moving fast due to the rains. The riders then faced a muddy 4-foot wall to get out of the flowing water, only to have to complete a 180-degree turn and drop four feet into the creek, which was loaded with loose, round, bowling-ball-sized rocks.

On day one, four-time National Champion Aaron excelled where the others struggled, finishing with a three. Raymond Peters was flipped on the first part of the section while trying to get up the first wall. Jess Kempkes faired a little better, getting to the creek only to have the high water bog his bike while approaching the mud wall.

Canada's Ryon Bell on his Montesa has become a new force in the U.S. Trials Series, pulling a three on the first section and turning in a 54, just one point behind leader Aaron. With the two loops for the day with 21 grueling sections, the physical abuse was evident after the first loop.

It was clear from the beginning that the main concern of the riders was to be time penalties, even after the trials master changed the time limit from six hours to seven on the morning of the event. There were multiple large obstacles in every section, and most of the riders thought this was too much. Visiting World Championship rider Tommi Ahvala put perspective on it this way: "I liked today's event; it was much more like the events in Europe."

In section 14, the riders faced a hillside of jagged rocks with two head-high rock walls in their path. The approach was a pit with rocks of various sizes, from a foot across to 3-foot vertical points. This section required perfection in placement. Ahvala was the only rider to produce a clean in the vicious section. Other riders such as Bell and Peters were able to salvage a three. Time concerns here made most of the riders skip the punishment to take a five, only to find the next section just as difficult.

Aaron excelled, however, in what may be the most difficult event of the year. He found lines that enabled him to avoid the fives and finish the day with an impressive 103 total.

"I just felt that I needed to make a statement," Aaron said. "I have not had bad events; it's just that the other riders are riding so well. I need to keep them from earning the win and not making mistakes that allow them opportunities. Today's win came when I felt I needed the win."

Bell was next with a second on the day after turning in a 114. Peters was third with 128. Finishing out the top five were Kempkes with 135 and Dennis Sweeten with a 152.

At round four the next day, conditions had turned around, with temperatures in the 70s and sun in the valley of Sequatchie. While the sections still had the huge obstacles and the creek, the change in weather made it all seem less imposing, and scores were nearly half those of the previous day.

While Aaron kept up his momentum from the previous day, it wasn't quite enough to keep the lead after the first loop, as Peters was able to turn in a 35, two better than Aaron. Bell turned in a 45 on the first loop for third, just four points ahead of Kempkes.

Sections were big and challenging but favored by the riders who appeared unhappy with the previous day's sections because of the slick, wet conditions.

As the second loop came to a close, Aaron proved why he is such a force in the U.S. Series by turning in an amazing 22-point loop for a total of 59 on the day. Next in line was Peters, who improved one point from his first-loop score with a 34 for a total of 69. Bell took third place with a impressive 27-point second loop for a total of 72. Bell's first loop prevented him from overtaking Peters, who was three points ahead. Kempkes had the second-best loop of the day with a 24. His first loop set him too far behind with a day total of 73, just one point behind Bell. Finishing out the top five was Sweeten with a total of 113. The season has shaped into a tight run for the top four positions. Aaron has pulled away in the points run but Peters is still in a close second. Ryon Bell has become a contender this season, moving into third place, just ahead of Kempkes, who dropped in the standings due to some poor finishes. CN

Andrew Wieckhorst won the 125cc Expert class with a 1-1 during round one of the White Sand's Raceway Championship Series in Ashland, Nebraska.

Sequatchie Valley
Sequatchie, Tennessee
Results: March 21-22, 1998

Saturday
O/A: 1. Geoff Aaron (Bet); 2. Ryon Bell (Mon); 3. Ray Peters (G-G); 4. Jess Kempkes (G-G); 5. Dennis Sweeten.

Sunday
O/A: 1. Geoff Aaron (Bet); 2. Ray Peters (G-G); 3. Ryon Bell (Mon); 4. Jess Kempkes (G-G); 5. Dennis Sweeten.

Wieckhorst blasts White Sands Motocross opener

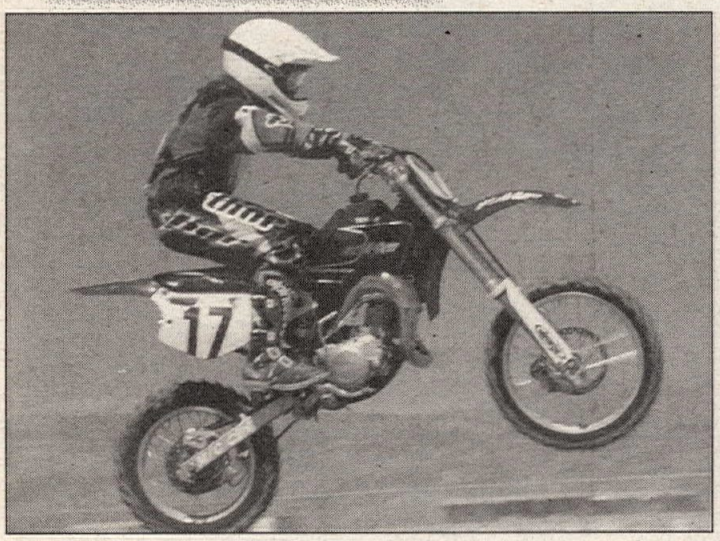
By Matt Draper

ASHLAND, NE, MAR. 29

Despite mud and ruts a foot deep, Nebraska City's Andrew Wieckhorst made it all look easy by sweeping the 125cc Expert class at White Sands Raceway. An early-March blizzard and heavy rain all day Friday gave track owner Jeff Ferrin the unenviable task of prepping the circuit under very trying circumstances. Nevertheless, Ferrin managed to chisel each obstacle to perfection and provide the setting for round one of the track's independent motocross series. Wieckhorst used fast starts and a "run and hide" strategy to distance himself from Team NMP's Grant Watts.

After an extended practice session, Wieckhorst nailed the holeshot of moto one, ahead of Stevens Motorsports' Nick Delozier and the Answer/Silkolene/Factory Effex-backed Watts. There were several lines from which to choose, and apparently Wieckhorst found the fast one, building a seven-second lead after only one lap. The action behind the leader was crash-and-burn, to say the least. After a fourth-place start, Davis Honda's Ron Smith cross-rutted and fell, remounting in seventh right behind Delozier, who had fallen as well. All of this provided the cushion for Wieckhorst as he continued to blaze his CR125 through the challenging conditions. Watts chugged on all alone in second, while Paul's Yamaha-sponsored David Turk took advantage of the carnage to take over third. By lap two, B&B Cycle's Brandon Hoff had moved up to fourth, pushing Turk hard. Turk, a rookie Pro, nearly threw it away in the whoops, giving Hoff third and allowing Delozier back into the picture. After going down again, Delozier worked back up to fourth, getting around the fading Turk for good, and set after the third-placed Hoff. Hoff, however, was gaining on Watts, who had settled into a comfortable pace. Lappers proved to be Hoff's only obstacle, as Watts' advantage opened back up due to the backmarkers. Wieckhorst took the win by some 15 seconds over Watts and Hoff, while Delozier never stopped pushing en route to fourth. Turk hung on for fifth.

In moto two, Delozier seemed to be the quickest off the line, but Wieckhorst emerged from turn one with the lead. Turk was close behind in second, with Watts, Delozier, and Nishna Valley Cycle's Brandon Swadley rounding out the early top five. Turk lost his position quickly when he stopped in a rut and Watts



(Above left) Kevin Adams won both the 80cc Novice (12-16) and 80cc Open classes at a Las Vegas Motocross Club event held at the Las Vegas Motor Speedway.
(Above right) Dusty Lenaburg raced to the 125 and 250cc Pro-class wins at the CMC Spring Series opener at the Albany Supercross in Oregon.

could go nowhere but right over him. Delozier, Swadley and a resurgent Smith also took advantage of Turk's misfortune. On lap two, Delozier had motored his Pro Circuit-powered KX125 right up to Watts' rear fender and attempted a pass over a high-speed step-up. As Delozier cross-rutted on the face of the jump, he cartwheeled sideways, nearly taking out Watts in the process. Delozier picked up his bent bike and continued the race in the sixth position. Swadley and Smith took over third and fourth, respectively, but Delozier was on the move again. He pressured Smith into a mistake, bolted into fourth, and a lap later he ripped the outside of a sweeper to overtake Swadley for third. Delozier's courageous charge was cut short by a mechanical problem, forcing him to DNF. During all the action, Wieckhorst was maintaining his cushion over Watts, who was in cruise control in second place. All the while, Turk was charging hard, passing Swadley over a double for third and setting his sights on Watts. Turk closed the gap to one second on Watts but could not catch him in the end. Wieckhorst won easily and scored the overall victory with a sparkling 1-1 score, while Watts' consistent 2-2 gave him second. Turk's hard work and 5-3 scores were good enough for third, and Hoff's 3-6 earned him fourth-place money. Swadley's 7-5 rounded out the top five.

Results

60: 1. Drew Johnson (Kaw); 2. Brian Goddard (Kaw); 3. Ricky Draper (Kaw); 4. Jess Weir (Kaw); 5. Tim Cigelman (Kaw).

80 NOV: 1. Preston Harter (Hon); 2. Jordan Peters (Hon); 3. Justin Kurtenbach (Kaw); 4. Jess Weir (Hon); 5. Travis Mendlik (Kaw).

80 INT: 1. Adam Daniels (Hon); 2. Derick Thomas (Yam); 3. Drew Johnson (Hon); 4. Mike Cigelman (Kaw).

80 EX: 1. Tyler Grossenbacher (Hon).

125/250 BEG: 1. Travis Stempek (Suz); 2. Nick Christensen (Suz); 3. Mike Moll (Suz); 4. Justin Stender (Suz); 5. John Houston (Hon).

125 NOV: 1. Doug Milford (Hon); 2. Matt Bergman (Yam); 3. Lester Bristol (Suz); 4. John Falewitch (Yam); 5. Brian Crampton (Suz).

125 INT: 1. Jason Combes (Hon); 2. Tyson Chamberlain (Suz); 3. Don Bolte (Kaw); 4. Jesse Bergman (Yam); 5. Joe Vachal (Yam).

125 OPEN: 1. Jason Combes (Hon); 2. Justin Finley (Yam).

250 OPEN: 1. Jeff Patchin (Suz).

125 EX: 1. Andrew Wieckhorst (Hon); 2. Grant Watts (Yam); 3. David Turk (Yam); 4. Brandon Hoff (Yam); 5. Brandon Swadley (Hon).

250 NOV: 1. John Urbanousky (Hon); 2. Jeff Patchin (Suz); 3. Mark Sunneberg (Kaw); 4. Mike Robatham (Yam); 5. Jim Kurtenbach (Kaw).

250 INT: 1. Chad Barry (Hon); 2. Don Bolte (Kaw).

250 EX: 1. Nick Delozier (Kaw); 2. Jimmy Fleek (Hon); 3. Brian McLick (Hon).

OPEN OUTLAW: 1. Nick Delozier (Kaw); 2. Jimmy Fleek (Hon); 3. Grant Watts (Yam); 4. David Turk (Yam); 5. Ron Smith (Hon).

VET: 1. Paul Kelley (Hon); 2. Don Bolte (Kaw); 3. Tom VanVogt (Yam); 4. Pat Masonbrink (Suz); 5. Nick Christensen (Suz).

SR: 1. Bill Hoff (Hon); 2. Doug Fliam (Hon); 3. Bob Cigelman (Kaw).

Rennie and Anderson rule Las Vegas Motocross

By Dick Goodwin
Photo by Chad Lloyd

LAS VEGAS, NV, MAR. 14

Charley Rennie may have shown up last at sign-ups, but he made up for it by flashing across the finish line first in both of his motos to win the 250cc Novice class at an MX held at Las Vegas Motor Speedway.

Rennie, mounted on a Kawasaki, led all of the Novices around the circuit as race one began. Dave Gifford was right behind him, frantically searching for a way past. A few bike lengths further back, Derrick Polson, Marty Martin and Bryan Bruno were caught up in a fierce fight for third. As the race progressed, Polson broke free and moved into second to mount a challenge for the lead. Rennie wouldn't crack, however, and went on to capture race one, ahead of Polson, Gifford and Bruno.

Race two started off with the rest of the Novices chasing Rennie once again. Gifford was once again Rennie's closest pursuer, while Bruno, Polson and Martin were tied up fighting for third. Rennie wanted to put it on cruise control, but Gifford wouldn't let him and the two of them blazed around the track way out in front. Rennie held on to win his second straight moto and the 250cc Novice overall crown. Gifford bettered his first-race third by one position, and in so doing nailed down second overall. Polson broke into the clear for third and third overall, ahead of Bruno and Cliff Piper.

Mesa, Arizona, hotshoe Colter Anderson took the measure of the 125cc Intermediates with double-moto victories, but the overall didn't come as easy as it looked on paper, because he had to fight for the win each time. Provo, Utah's Cassidy Anderson put his Yamaha out in front in race one as the TMR/Fox/N-Style-sponsored fast guy slammed the other Intermediates through the first turn. Vegas Power Sport's Dan DeFalco had his Honda right on the leader's back knobbies, and Colter Anderson was in third and on the move. DeFalco made his move in the back stretch, blasting past Cassidy Anderson for the lead. As Colter Anderson challenged Cassidy Anderson for second, Kingman, Arizona's Heath Mitchell brought his Kawasaki up to make it a four-way fight for the number-one spot. Colter Anderson fought past Cassidy Anderson for second at the finish-line tabletop and then got past DeFalco to take the lead half a lap later. It was close, but Colter Anderson edged DeFalco for the win. Mitchell stormed to third, just ahead of Cassidy Anderson.

Cassidy Anderson once again had the fastest reflexes as he led Colter Anderson, DeFalco and Josh Wagner through the opening turns of moto two. Colter Anderson whipped past for the lead, but nobody else was letting go - with one bobble, Colter was sent back to third as Mitchell forged into the lead, with Cassidy Anderson right behind him. On lap four, Wagner moved by Colter Anderson and into third. Colter Anderson fought back from third on that last lap to edge out Cassidy Anderson and Wagner for the moto and overall victory. Cassidy Anderson, Piper Racing's Josh Wagner and Mitchell finished second through fourth overall, respectively.

Results

P/W (4-6) A: 1. Andrew Couto (KTM); 2. Alan Jiron (Cob); 3. Kegan Tuttle (KTM); 4. Robert Campbell (KTM); 5. Cory Sibley (KTM).

P/W (4-6) B: 1. Christopher Proscelle (Lem); 2. Josh Byington (Lem); 3. Adam Essex (Lem); 4. Otto Craig (Suz).

P/W (7-8) A: 1. Tanner Langham (KTM); 2. Kirk Payne (KTM); 3. Cody Brown (KTM); 4. Andrew Iovino (KTM); 5. Travis Leavitt (Cob).

60 BEG (6-11): 1. Mark Samuels (Kaw); 2. Kirk Payne (KTM); 3. Tanner Langham (KTM).

60 BEG (9-11): 1. Justin Hunt (Kaw); 2. Patrick Provencher (Kaw); 3. John Morrow (Kaw); 4. Cory Ayers (Kaw).

60 JR CYCLE (6-8): 1. Josh Hill (KTM); 2. Mark Proscelle (Kaw); 3. Brian Derschan (Kaw); 4. Sean Thompson (Kaw); 5. Tim Buettner (Kaw).

60 JR CYCLE (9-11): 1. Paul Pearcy (Kaw); 2. Bradley Graham (Kaw); 3. Shane Patao (Kaw); 4. Wesley Harris (Kaw).

80 BEG (12-16): 1. Zack Grobstein (Hon).

80 NOV (6-11): 1. Chris Nihan (Suz); 2. Robby Woods (Hon); 3. Michael Parker (Hon); 4. Shane Patao (Kaw); 5. Paul Pearcy (Hon).

80 NOV (12-16): 1. Kevin Roberts (Yam); 2. Dylan Miles (Yam); 3. Scott Theobald (Yam); 4. Bryan Ehrman (Kaw); 5. Tony Westbay (Kaw).

80 OPEN: 1. Kevin Roberts (Yam); 2. Chris Nihan (Suz); 3. Robby Woods (Hon); 4. Michael Parker (Hon); 5. Scott Theobald (Yam).

S/MINI: 1. Joey Page (Kaw).

125 BEG: 1. Adam Hamman (Hon); 2. Sean Kinshella (Yam); 3. Boe Krahenbuhl (Kaw); 4. Cody Gower (Suz); 5. Troy Taylor (Suz).

125 NOV: 1. Mark Hermann (Kaw); 2. Derrick Polson (Yam); 3. Jason Derschan (Kaw); 4. Joshua Bulloch (Yam); 5. Dave Munoz (Hon).

125 INT: 1. Colter Anderson (Yam); 2. Cassidy Anderson (Yam); 3. Josh Wagner (Yam); 4. Heath Mitchell (Kaw); 5. Dan DeFalco (Hon).

125 PRO: 1. Frankie Villegas (KTM).

250 NOV: 1. Charley Rennie (Kaw); 2. Dave Gifford (Kaw); 3. Derrick Polson (Yam); 4. Bryan Bruno (Yam); 5. Cliff Piper (Yam).

250 INT: 1. Colter Anderson (Yam); 2. Josh Wagner (Yam); 3. D.J. Umphries (Yam); 4. Brock Krahenbuhl (Kaw); 5. Glenn Weidman (Suz).

MSTR 25+ BEG: 1. Chris Champlin (Hon); 2. Zane Hollander (Hon).

MSTR 25+ NOV: 1. Donnie Hurst (Kaw); 2. Mike Trichert (Suz); 3. Lanie Giordano (Kaw); 4. Bobby Hunt (Yam).

MSTR 30+ INT: 1. Glenn Weidman (Suz); 2. Matt Hermann (Kaw); 3. Kipp Fletcher (Kaw); 4. Cliff Piper (Yam); 5. Cory Ayers (Hon).

MSTR 25+ EX: 1. Bill Phelps.

Lenaburg doubles at Albany Supercross

By Clay Light

ALBANY, OR, MAR. 29

Kawasaki-mounted Dustin Lenaburg proved himself to be the dominant Professional rider by winning the 125 and 250cc Pro classes during the CMC-sanctioned Spring Series opener, held at the Albany Supercross.

KTM rider Gary Beyer looked to put an end to Lenaburg's winning ways by taking an immediate lead in the first 125cc Pro contest, leading Lenaburg, Ryan Hagemann and Suzuki riders Rich Schmidt and Justin Homan on the opening lap. Beyer opened up a slim lead, but Lenaburg set out after the veteran rider, setting up the day's best battle in the process. The two tangled late in the moto, handing the lead to Schmidt, who was a close third when the leaders went down. From there, Schmidt scored a big win, while Lenaburg outjumped Homan to net second, ahead of Homan and Beyer.

Beyer again blurred to the head of the pack in moto two, with Lenaburg, Larry Jones, Schmidt and Homan trailing. Beyer and Lenaburg once again traded positions throughout the race. Lenaburg took the win, ahead of Beyer and Schmidt, and earned the overall with a 2-1. Schmidt scored the second-place money with his 1-3 showings to beat Beyer (4-2), Homan (3-4) and Jones (5-5) in fifth.

Ryan Leach, who carried a two-race win streak coming into the event, led Terry Ham-

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ness, Lenaburg, Jason Matthews, Don Bisceglia and Kenny Olsen into turn one in the first 250cc Pro moto. Leach and Lenaburg spent much of the moto battling for the lead, but Leach eventually moved by for the win.

The Yamahas of Hamness and Matthews ran out front of the field in the second contest, while Lenaburg gated poorly and had to carve his way through traffic past Matthews and finally Hamness. Hamness had a good thing going up front until he crashed. Lenaburg inherited the position to finalize his sweep of the 125 and 250cc Pro classes. Trailing Lenaburg were Leach, who finished second overall (2-2), Bisceglia (4-3), Hamness and Matthews.

Joey Mancuso scored a pair of wins in small-wheel action, earning the Supermini and 80 (12-13) victories on his Honda. Fellow Honda rider Keith Kadell was Mancuso's closest competition in the Supermini class, taking second ahead of Race Lacey, Marc Miller-Jones and Justin Keeney.

Beyer also had a two-class win tally, posting wins in the Open Pro class ahead of Yamaha rider Aaron Crawford, then beating Kenny Olsen and the rest of the field for the Up The Hill Pro-class win.

Results

P/W (4-6): 1. Jared Wood (KTM); 2. Landon Currier (KTM); 3. Steven Farmer (Yam); 4. Steele Angle-Davidson (KTM); 5. Glenn Prestholt (Lem).

P/W (7-8): 1. Danny Gubser (Lem); 2. Tanner Taylor (KTM); 3. Corey Hampton (Lem); 4. Buck Chavarria (Yam); 5. Justin Green (KTM).

P/W MOD (7-8): 1. Sean Berglund (KTM); 2. Tyler Craig (KTM).

60 BEG: 1. Nick Flatt (Kaw); 2. Matthew Strobeck (Kaw); 3. Dayton Eitner (Kaw); 4. Steven Martinez (Kaw); 5. Daniel Grubbs (Hon).

60 JR: 1. Joshua Hill (KTM); 2. Shawn Haberlock (Kaw); 1. Daniel Levy (Kaw); 4. Sean Berglund (KTM); 5. Mitch McKuhn (Kaw).

60 SR: 1. Justin Keeney (Kaw); 2. Jordan Mockridge (Kaw); 3. Erik Meusling (Hon); 4. Ajay Olinger (Kaw); 5. Tate Major (Kaw).

80 BEG: 1. Ross Johnson (Kaw); 2. Kenneth Hammontree (Yam); 3. Cody Sprague (Yam); 4. Ben Kauffman (Hon); 5. Chris Leiby (Yam).

80 (9-11): 1. Tate Major (Yam); 2. Adam Metzler (Suz); 3. Justin Keeney (Kaw); 4. Robert Wullbrandt (Suz); 5. Brock Chappelle (Yam.).

80 (12-13): 1. Joey Mancuso (Hon); 2. Race Lacey (Yam); 3. Cody Buyas (Kaw); 4. Dale Ainslie (Yam); 5. Kenny Shelton (Yam).

80 (14-16): 1. Keith Kadell (Hon); 2. Marc Miller-Jones (Hon).

S/MINI: 1. Joey Mancuso (Hon); 2. Keith Kadell (Hon); 3. Race Lacey (Yam); 4. Marc Miller-Jones (Hon); 5. Justin Keeney (Kaw).

125 BEG: 1. Keith Kadell (Suz); 2. Chip Osborne (Kaw); 3. Brian Sullivan (Yam); 4. Dustin Hawkinson (Yam); 5. Justin Thurman (Kaw).

125 JR: 1. Tyson Lacey (Kaw); 2. David Sibley (Yam); 3. Travis Rigert (Yam); 4. Tom Marlin (Hon); 5. Joe Pearson (Kaw).

125 INT: 1. Matt Springsteen (Hon); 2. Cory Fuller (Yam); 3. Steve Sullivan (Yam); 4. Tracy Johnson (Yam); 5. Jeff Hinzman (Kaw).

125 PRO: 1. Dustin Lenaburg (Kaw); 2. Rich Schmidt (Suz); 3. Gary Beyer (KTM); 4. Justin Homan (Suz); 5. Larry Jones (Hon).

250 BEG D-1: 1. Tim Harmon (Hon); 2. Ron Clark (Hon); 3. Erik Anderson (Suz); 4. Aaron Thurman (Kaw); 5. Darrell Hamilton (Suz).

250 BEG D-2: 1. Ryan Koozer (Yam); 2. Alvin Riggs (Yam); 3. Colby Hamilton (Kaw); 4. Perry Lang (Kaw); 5. Anthony Wilson (Yam).

250 JR: 1. Jeff Bergstrom (Yam); 2. Chris Bennett (Yam); 3. Marcus Melendrez (Yam); 4. Greg Harmon (Hon); 5. Kevin Froehlich (Kaw).

250 INT: 1. Gary Terlecki (Kaw); 2. David Turner (Kaw); 3. Eric Rogers (KTM); 4. Nick Foister (Kaw); 5. Mike Storm (Kaw).

250 PRO: 1. Dustin Lenaburg (Kaw); 2. Ryan Leach (Suz); 3. Don Bisceglia (Hon); 4. Terry Hamness (Kaw); 5. Jason Mathews (Yam).

OPEN AM: 1. Jason Parks (Hon); 2. John Meusling (Yam); 3. Nick Foister (Yam); 4. Jim Tully (Yam); 5. Glynn Higgins (KTM).

OPEN PRO: 1. Gary Beyer (KTM); 2. Aaron Crawford (Yam).

BTH JR: 1. Joe Pearson (Kaw); 2. Travis Rigert (Yam); 3. Jeremy Kinzer (Yam); 4. Brian McDaniel (Kaw); 5. Steve Miller (Suz).

BTH INT: 1. Gary Terlecki (Hon); 2. Matt Springsteen (Hon); 3. Lou Caulkins (Hon); 4. Jason Parks (Hon); 5. Mike Storm (Kaw).

UTH JR: 1. Ed Smith (Suz); 2. Jeff Bergstrom (Hon); 3. Daniel Hansen (Kaw); 4. Kevin Froehlich (Hon); 5. Greg Harmon (Hon).

UTH INT: 1. Don Bisceglia (Hon); 2. Terry Hamness (Yam); 3. John Sabo (KTM); 4. Bill Jory (Yam); 5. Jeff Rands (Kaw).

OTH BEG: 1. Jim Tully (Yam); 2. Boone Wagner (Suz); 3. Greg Gates (Hon); 4. Walter Schwarz (Yam); 5. Alex Schon (Hon).

OTH JR: 1. Mike Farmer (Kaw); 2. David Hampton (Hon); 3. John Thayer (Yam); 4. Ron Clark (Hon); 5. Mike Ekerson (Suz).

OTH INT: 1. Ed Smith (Suz); 2. David Cheney (Yam); 3. Wes Hanson (Yam); 4. Randy Duval (Yam); 5. Susan Smith (Hon).

OTH PRO: 1. Gary Beyer (Suz); 2. Kenny Olsen (Yam); 3. Ron Milligan (Suz); 4. Joe Casey (Yam); 5. Glynn Higgins (KTM).

O/T JR: 1. Ricardo Marquez (Yam); 2. Chris Morris (Hon); 3. Fritz Martin (KTM); 4. Randy Layne (Yam); 5. Dick Graham (Kaw).

O/T INT: 1. Terry Brooks (Yam); 2. Ron Williams (Kaw); 3. Jim Harris (Hush); 4. Jack Gulick Jr. (Yam); 5. Paul Delos-Reyes (Hon).

O/T EX: 1. Tim Sullivan (Hus).

O/T MONEY: 1. David Eakin (Hon); 2. Jerry Ebert (Kaw); 2. Jim Lamkin (Hon); 4. Glynn Higgins (KTM); 5. Mitch Kirkpatrick (Hon).

50+: 1. Paul Delos-Reyes (Hon); 2. Junior Meusling (Yam); 3. Randy Layne (Yam); 4. Dick Graham (Kaw); 5. Dean Knutson (Kaw).

WMN: 1. Deanna Holbrook (Suz); 2. Don Bisceglia (Suz); 3. Christina Steele (Kaw); 4. Nicole Sprague (Hon); 5. Lindsey Duval (Kaw).

Craven wins DBMX season opener

By Susan Willian

LONDON, KY, MAR. 15

Yamaha-mounted Scott Craven went 1-1 to win the overall in the Schoolboy class at Daniel

Boone Motocross. The first race of the season saw 375 riders attend, which was considerably up from the 190 competing last year.

Craven shot off the gate for the early lead in moto one as Pro-Long/Suspension Plus-backed J.R. Carter pursued. Carter, riding his Supermini machine, made gains through the tight stuff, and Craven stretched the distance over Carter on the straightaways. At the end of the first moto, Craven stuck to the front spot, followed by Carter. Motosports' Nick Wolfe moved from the fourth spot to third by the end of the moto.

The second moto saw Craven repeat as Carter endured to take second. Wolfe had to work his way up from a sixth-place start to fourth as Bluegrass Cycle Corral's Dusty Walker, who finished fourth in moto one, filed by in third.

The first moto of the 125cc A class saw Robert Goldson in the front spot, being chased by Paul Karle, Daniel Nelson and Brad Strunk. Strunk got by Nelson on lap one and went after Karle, who reeled in Goldson by lap two. Meanwhile, Strunk picked off riders, in search of Karle. Goldson took a spill around a sweeping turn soon after and Karle jumped into the lead. Karle took the win, followed by Strunk and then Nelson. Goldson took a DNF.

"When I passed Goldson, he went outside of the rut and I went inside," Karle said. "Then I took charge. I attribute my increased stamina to being in much better shape now. I have been training, with running and swimming."

Strunk took charge in moto two, with Karle in second, followed by Podium One's Jason Schmidt. Karle gave chase as Strunk had dialed in the course, and the front duo pulled away from their fellow competitors. Karle took the lead from Strunk through the whoop section, but his lead was short-lived as Strunk went back to the front at the scoring tower on the start of lap three. Strunk was pressured by Karle for the remainder of the race because the overall was now at stake. The final lap saw Strunk pull away on the last portion of the course as he filed by for the win, with Karle second, Goldson third, Adam Vaughn fourth and Schmidt in sixth. Strunk took the overall win, followed by Karle, Vaughn, Schmidt and Nelson.

Podium One/Cycle Shed's Larry Gessner won the 250cc A class over Strunk with a 1-2, and had a fine day by also winning the Over 25 and 30 A classes.

Results

125 A: 1. Brad Strunk (Hon); 2. Paul Karle (Suz); 3. Adam Vaughn (Kaw); 4. Jason Schmidt (Hon); 5. Daniel Nelson (Hon).

250 A: 1. Larry Gessner (KTM); 2. Brad Strunk (Hon); 3. Tony Wiesenhahn (KTM); 4. Daniel Nelson (Hon); 5. Ricky Alton.

125 B: 1. William Simmons (Hon); 2. J.T. Smith (Hon); 3. Dustin Walker (Yam); 4. Anthony Nash (Yam); 5. Dale Simpson (Hon).

SCHBY: 1. Scott Craven (Yam); 2. J.R. Carter (Kaw); 3. Dustin Walker (Yam); 4. Nicholas Wolfe (KTM); 5. Lance Cossey (Hon).

80 (14-15): 1. J.R. Carter (Kaw); 2. Robbie Gray (Yam); 3. Justin Jones (Yam); 4. Eric Jensen (Kaw); 5. Joseph Davis (Hon).

80 (12-13): 1. Ryan Sipes (Kaw); 2. James Maxam (Kaw); 3. Trey Meek (Kaw); 4. Michael Hardcastle (Suz); 5. Jackie Sexton (Suz).

80 (7-11): 1. Justin Sipes (Kaw); 2. Garrett Meek (Kaw); 3. Alexander Hunter (Yam); 4. Michael Akaydin (Kaw); 5. Shane O'Banion (Suz).

250 B: 1. Bob Lynch (Suz); 2. Anthony Nash (Yam); 3. R.C. Pond (KTM); 4. Jason Summers (Kaw); 5. Daniel Graham (Kaw).

250 C: 1. Paul Rowan; 2. Jon Tyus (Yam); 3. Darrell Jones (Hon); 4. J.L. Qsbourne (Suz); 5. Donnie Adams (Kaw).

S/MINI: 1. Ryan Sipes (Kaw); 2. Justin Jones (Yam); 3. Robbie Gray (Yam); 4. Jacob Kames (Kaw); 5. James Maxam (Kaw).

35+: 1. Jeff Steinrock (Kaw); 2. Mark Guy (Yam); 3. J. Pope (Kaw); 4. David Farris (KTM); 5. James Drake (Hon).

40+: 1. Timothy Smith (Yam); 2. Gary Craven (Hon); 3. Tommy Hayes (Kaw); 4. Gene Campbell (Hon); 5. William Kennedy (KTM).

25+ A. 1. Larry Gessner (KTM); 2. Jeff Steinrock (Kaw); 3. Robert Goldson (Hon); 4. Daniel Nelson (Hon); 5. Jason Schmidt (Hon).

25+ B: 1. Joshua Dohn (Suz); 2. David Weis (Kaw); 3. Darrell Reddix (Hon); 4. Craig Smith (Yam).

25+ C. 1. Stephen Waller (Suz); 2. Jon Tyus (Yam); 3. J.L. Osbourne (Suz); 4. Paul Rowan; 5. Oscar Galtan (Hon).

125 C: 1. Josh Snell (Hon); 2. Jon Tyus (Suz); 3. Brian Hodges (Yam); 4. Jesse Brewer (Kaw); 5. Jason Cruse (Suz).

(Top) The Over 40 Expert class gets under way with Rich Smith (98W) leading and Ed Sims (197), Greg Blazek (251), Rick Doughty (22), Bill Silverthorn (27) and the rest of the pack in tow at round three of the AHRMA Southwest Regional MX Series, held at the Hungry Valley OHV Park in Gorman, California. Randy Lewis (not shown) came back to win the class. (Above) Jason Dubin won the 250cc Intermediate class at the final round of the CRC American Red Cross Charity Series held at Edwards Air Force Base in California.

60 (7-9): 1. Justin Sipes (Kaw); 2. Codi Adams (Kaw); 3. Daniel Maxam (Kaw); 4. Matt Vonlinger (Kaw); 5. Josh Estes.

60 (10-11): 1. Shane O'Banion (Kaw); 2. Jerry Westerkamp (Kaw); 3. Adam Lester (KTM).

U/L C/D: 1. Donnie Adams (Kaw); 2. Chris Lester (Kaw); 3. Jason Cruse (Suz); 4. Jason Rudd (Yam); 5. Travis Skelton (Yam).

U/L AM: 1. Jason Summers (Kaw); 2. J.T. Smith (Hon); 3. William Simmons (Hon); 4. Allen Boomer (Hon); 5. Kyle McLeod (Hon).

OLD BIKES: 1. Tim McGill (KTM); 2. Wayne Moore (KTM); 3. Keith Terrell (Kaw).

4-STRK: 1. Timothy Smith (Yam); 2. Shawn Hogge (Yam); 3. Tony Wiesenhahn (Hus).

50 (4-6): 1. Jonathan Young (KTM); 2. Luke Vonlinger (KTM); 3. Shelby Rolen (KTM); 4. Josh Zanet (KTM).

30+ A. 1. Larry Gessner (KTM); 2. Jeff Steinrock (Kaw); 3. Jere Pope (Kaw); 4. James Drake (Hon); 5. Rooster Maring (Yam).

30+ B: 1. David Farris (KTM); 2. Harry Watts (Hon); 3. Tommy Hayes (Kaw); 4. Mark Willis (KTM); 5. Kevin Kasey (Hon).

30+ C: 1. Darrell Jones (Hon); 2. Jeff Duncan (Kaw); 3. Kenneth Campbell (KTM); 4. Anthony Carter (Hon); 5. Steve Jacobs (Hon).

125 D: 1. Reuben Mullem (Suz); 2. Dareck Kunce (Suz); 3. Matt Lafferty (Hon); 4. Joe Chambers (Yam); 5. Bobby Shrout (Hon).

250 D: 1. Gregory Phelps (Yam); 2. Jay Jones (Hon); 3. Scott Findlay (Hon); 4. Toby Johnson (Hon); 5. Preston Teague (Hon).

80 D: 1. Douglas Cossey (Hon); 2. Jared Whitaker (Yam); 3. Casey Fanner (Yam); 4. Eric Helton (Yam); 5. Herbie Adams (Kaw).

Dubin dominates at Edwards Motocross

By Greg Robertson

EDWARDS AFB, CA, MAR. 29

Jason Dubin fought back from a first-turn fall to win the first 250cc Intermediate moto, then backed it up with a runaway second-moto performance on the sandy Edwards Air Force Base motocross track to claim overall honors during the final round of California Racing Club's American Red Cross Charity Series.

Robbie Dunham had the quickest reaction time, leading Frank Costanzo, Sean Bradley and Kristian Blomdahl as the opening moto got under way. As the pack disappeared, Dubin picked himself up off the ground in last place.

"I was going into the first turn a little hot, and number three (Costanzo) came in and just clipped my front wheel a little bit and I washed out," Dubin said.

It didn't take Dubin long to get back up to speed, and by the end of the first lap he was up into fifth and pushing Bradley in fourth. Bradley and Blomdahl fell victim to the smooth-riding Dubin on the following lap. Dubin closed in on Dunham, who had been passed by Costanzo for the lead, and went underneath him at the end of a long, choppy straight to take over second place.

Costanzo's five-second lead was swallowed up by Dubin in a single lap. Dubin sailed past Costanzo on an uphill jump and would continue on uncontested for the first-moto win.

"I thought maybe I'd be able to salvage a third, maybe a second after that start," Dubin said. "I just beared down and didn't let it mess with my head and went to it."

Costanzo nailed the second-moto holeshot but was passed by Dunham then Dubin on the first lap. Dubin followed Dunham for a circuit of the now-whooped-out track before railing around him in a turn for the lead. Dubin then easily roosted away with the win.

"I tried to get a better start and not fall in the first turn," said the O'Neal/Shock Therapy/FMF-backed Dubin after his 1-1 sweep. "The track got rough, but I guess I kind of like it rougher. I really didn't get tired out there."

The battle for second overall went the entire distance, with Dunham holding off a determined Costanzo at the checkers. Bradley went 5-4 to edge out Blomdahl's 4-5 for fourth.

Results

50 S/STK (7-9): 1. Prestin Lundin (KTM); 2. Shawn Butler (Cob); 3. Nicholas Evans (KTM); 4. Daniel Deltoro-Lundin (Cob).

50 MOD (0-6): 1. Jacob Lee Buelna (Lem).

60 BEG: 1. Tanner Alexander (Kaw); 2. Derreck Murphy (Kaw); 3. Preston Lundin (Kaw); 4. David Medina (Kaw); 5. Timmy Ritzler (Kaw).

60 (0-8): 1. Bryan Hatchett (Kaw); 2. Douglas Carter (Kaw).

60 (9-11): 1. Robert Memoli (Kaw); 2. Brandon Spencer (Kaw).

80 BEG: 1. Riley Beckinger (Hon); 2. Weston Encisco (Hon); 3. Cory Baldwin (Yam); 4. Corey Murphy (Suz); 5. Kevin Williams (Yam).

80 (7-11): 1. Dave Carter (Kaw); 2. Robert Memoli (Hon); 3. Garrett Norr (Suz).

80 (12-13): 1. Chris Norr (Suz); 2. Anthony Barbacovi (Yam); 3. Mike Epstein (Hon); 4. Steven Pearl (Kaw).

80 (14-16): 1. Shane Joseph (Hon).

B/W: 1. Bobby Steffan (Kaw); 2. Steven Montgomery (Hon).

WMN: 1. Melissa Billingsley (Yam).

125 BEG: 1. Josh Street (Hon); 2. Jeff Verseput (Yam); 3. David McManus (Yam); 4. John Jacobson (Hon); 5. Ben Marvin (Hon).

125 NOV: 1. Eric Anderson (Yam); 2. Chris Elliott (Yam); 3. Michael Meadows (Yam); 4. Eric Willis (Suz); 5. J.J. Bonanno (Yam).

125 INT: 1. Rich Stephens (Yam); 2. Jason Dubin (Suz); 3. Matt Armstrong (Yam); 4. Jeff Eide (Hon); 5. Travis Smith (Kaw).

250 BEG: 1. Caleb Woods (Yam); 2. John Cook (Yam); 3. Cody Metter (Kaw); 4. Ryan Perez (Yam); 5. Chuck St. Romain (Kaw).

250 NOV: 1. Jason Trubey (Kaw); 2. Jeff Talbert (Hon); 3. Gabi Abayou (Hon); 4. Chris Reed (Kaw); Assaf Alush (Kaw).

250 INT: 1. Jason Dubin (Suz); 2. Robbie Dunham (Yam); 3. Frank Costanzo (Hon); 4. Sean Bradley (Yam); 5. Kristian Blomdahl (Suz).

PRO: 1. Takeshi Koikeda (Yam); 2. Brian Sweany (Suz); 3. Tim Telford (Hon).

JR VET BEG: 1. Dal Trubey (Kaw); 2. Rick Knox (Yam); 3. Shy Moshe (Suz); 4. Michael Martin (Yam); 5. Scott Barclay (Hon).

JR VET NOV: 1. Tom Hendricks (Hon); 2. Gabi Abayou (Hon); 3. Chris Heckman (Yam); 4. Dino Catuogno (Hon); 5. Bob Gorman (Yam).

JR VET INT: 1. Sean Bradley (Yam); 2. Brad Pietro (Suz).

VET BEG: 1. Naea Hughes (Hon); 2. Floyd Martin (Yam); 3. Richard Marshall (Hon); 4. Craig Manning (Yam); 5. David Hagberg (Hon).

VET NOV: 1. Darrell Sanders (Yam); 2. Steve Norr (Hon); 3. Ray Ritzler (Kaw); 4. Pasha Afshar (Yam); 5. Gabe Mendez (Hon).

VET INT: 1. Mike Licitra (Kaw); 2. David Camerena (Kaw); 3. Randy Wilkins (Suz).

VET EX-PRO: 1. Tim Telford (Hon); 2. Frank Costanzo (Hon); 3. Mark Exberry (Yam); 4. Jimmy Roberts (Kaw).

SR BEG-NOV: 1. Bob Dunham (Yam); 2. Mark Martin (Kaw); 3. Michael Burnett (Suz); 4. Rick Shirey (Yam); 5. Rick Kantazar (Hon).

SR INT-EX: 1. Greg Winters (Yam); 2. Willie Kennedy (Hon).

O/T NOV: 1. Peter Perry (Hon); 2. Vance Johnson (Yam); 3. Dave Rutledge (Hon); 4. Asker Larnkjaer (Suz); 5. Larry Kirsch (Yam).

O/T AM: 1. Rick Kantazar (Hon); 2. Jeff Petron (KTM); 3. Richard Bealer (Yam); 4. Neil Mello (Hon); 5. Dennis Tooman (Kaw).

O/T EX: 1. Bill Blyth (Kaw); 2. Bob Hurst (Yam); 3. Tom Patton (Yam); 4. George Lazenby (Yam); 5. Michael Burnett (Suz).

O/T MSTR A: 1. Willie Kennedy (Hon).

O/T MSTR B: 1. Greg Winters (Yam); 2. Tommy Pearl (Hon); 3. Fred Willis (Kaw).

Labgold golden at Gorman's first Vintage Motocross

By J.W. Carver

GORMAN, CA, MAR. 22

Former Intermediate Rick Labgold returned to the Novice ranks in the Over 40 class to pocket top honors in round three of the Southwest Regional MX series, promoted by SSC Moto-X Racing at Hungry Valley OHV Park. After a lengthy convalescence during the 1997 season, Labgold showed he still had what it takes.

The Over 40 class put on two of the most hotly contested motos thus far in the 1998 Southwest Regional series. In moto one, 12 racers left the gate and charged up the long straight to the sharp left turn entering the main track. Eight closely packed riders fought for the lead, but Jeff O'Brien, aboard his signature Pomeroy Bultaco, was able to thread the needle through the pack and shoot out of the turn like a surfer blown from the Banzai Pipeline. O'Brien was followed closely by his brother Wes O'Brien as well as Larry Good, James Howard and several other riders, including Labgold, who wasted no time in picking off positions. Labgold made the most of the wide track and smooth turns, finding alternate lines and making stellar passes to eventually win moto one.

In moto two, CZ-mounted Sergei Molotov got the holeshot, with the O'Brien brothers, Howard, Labgold and Tom McClaren right behind. Again, Labgold was relegated to working his way through the pack, but this time the other riders were all the more determined to keep Labgold at bay. The lead changed innumerable times; one group of three riders would appear to draft on the three ahead and then swoop under them at the turn to swap positions, only to have the other three pull the same maneuver at the next turn. On the last lap, Labgold made his move stick as he passed both of the O'Brien brothers and several other riders to take the moto win. His 1-1 finishes earned him first place over Jeff O'Brien, who secured second with 2-2 finishes to go with his first overall in the Over 30 Novice class. McClaren took third with his 6-3 finishes, followed closely by Howard, who ran 5-4.

This was the first motocross at Hungry Valley, and those present felt that SSC Moto-X Racing may have put on the best vintage motocross so far this season. The track's location (north of Valencia's Magic Mountain, immediately off the 5 Freeway) provided access to riders from all over Southern California as well as from California's Central Valley and coastal region. The great location, coupled with excellent weather and a perfectly manicured track, made for a successful day of outstanding racing. There was only one unfortunate incident.

The Hungry Valley track includes the infamous "Himalayan" section - a long, straight downhill terminating in a three-tiered step-up. In the Sportsman 250cc Novice class, Forrest Rohrs, on his Honda Elsinore, apparently forgot that he was vintage racing and tried to carry enough momentum through the Himalayan section to execute the three-step jump, like McGrath doing a triple. It did not work. The trusty Elsinore was good for two steps but cased the third. The bike cartwheeled and Rohrs only partially ejected. Despite ending up in a twisted tangle of man and machine, Rohrs luckily suffered only cuts and bruises.

Results

WMN: 1. Brooklyn Mossick.

30+ NOV: 1. Jeff O'Brien (Bul); 2. Rick Irvine; 3. Scott Brody; 4. J.W. Carver (CZ).

30+ INT: 1. Mike Schulhoff (Hon); 2. Eric Harrison (Hon); 3. Gary Egloff (Hus); 4. Brett Meehan; 5. Steve Sagely.

30+ EX: 1. Rich Venegas (Hon).

40+ NOV: 1. Rick Labgold (Mai); 2. Jeff O'Brien (Bul); 3. Tom McClaren; 4. James Howard; 5. J.W. Carver (CZ).

40+ INT: 1. Tom Barnett (Hon); David Mayreis (Mai); 3. Vic Curti (Oss); 4. Randi Perking; 5. Gary Egloff (Mai).

40+ EX: 1. Randy Lewis (Oss); 2. Gary Blazek; 3. Ed Sims (Hon); 4. Dennis McAdam; 5. Bill Silverthorn (Hon).

50+ NOV: 1. Don Wood (Yam); 2. Ron Norell (Hus); 3. Steve McLean; 4. Phil Benedict (BSA); 5. Paul Elmore (BSA).

50+ INT: 1. Mike Damon; 2. Chuck DeRan (Yam); 3. Dennis Tooman; 4. Paul Leos; 5. Gene Fetty (Hus).

50+ EX: 1. Dennis Middleton.

60+ NOV: 1. Hank Casio; 2. Ralph Porgett; 3. Chuck Herron (BSA); 4. Norm Blackmer (Kaw).

60+ INT: 1. Jim Cooke (Hon).

60+ EX: 1. Duane Spence; 2. John Rice; 3. Richard McCormick (Hon).

CLSSC 500 NOV: 1. Jeffrey Meatrantul; 2. Brian Clark (AJS); 3. Eugene Crawford.

CLSSC 500 INT: 1. Gary Cochell (AJS); 2. Ken Marking.

CLSSC 500 EX: 1. Charlie Beck (Mai).

CLSSC 250 NOV: 1. Eugene Crawford (AJS); 2. Bill Samstag (Gre); 3. Brian Grade.

CLSSC 250 INT: 1. Kenny Sykes (Gre); 2. Brett Meehan (AJS); 3. Gary Cochell (AJS).

CLSSC 250 EX: 1. Mike Beanway (Gre).

CLASSIC 125 NOV: 1. Tom Meanon; 2. Steve Caro (CZ); 3. Pat Knopp (Bul).

CLSSC 125 INT: 1. Kirk Freeman; 2. Lee Fabry (Hod); 3. Kevin Blaty (Zun); 4. Jeff Snyder (Hus).

CLSSC 125 EX: 1. Harry Bellicitti (Hus); 2. Gary Davis (Hon); 3. Ed Newman (Kaw).

PREM 500 INT: 1. David Bretillor; 2. Gilles Vaillancourt.

PREM 500 EX: 1. Matt Hilgenberg.

PREM L/W INT: 1. Len Anderson (BSA); 2. Dave Janiec (BSA); 3. Dave Duane (AJS).

PREM OPEN TW INT: 1. Verne Elmore (BSA).

SPTSMN OPEN TW INT: 1. Verne Elmore (BSA).

SPTSMN 250 NOV: 1. Eric Smallwood; 2. Joel Hanson (Hon); 3. Jamie Hanson (C-A); 4. Daniel Roop; 5. Rick Levine.

SPTSMN 250 INT: 1. Mike Schulhoff (Hon); 2. Randi Perkins; 3. Tom Barnett (Hon); 4. Gary Egloff (Oss); 5. Dale Brosky.

SPTSMN 250 EX: 1. Randy Lewis (Oss); 2. Ed Sims (Hon); Greg Blazek; 4. Bill Silverthorn (Hon); 5. Troy Smalley.

SPTSMN 500 NOV: 1. Marc Locke (Hus); 2. David Bennett; 3. Travis Kinney; 4. J.W. Carver (CZ); 5. Steve McLean.

SPTSMN 500 INT: 1. Gary Egloff (Hus); 2. Dwane Scrivnor; 3. Lloyd Boland; 4. Richard Yelkin (Hus); 5. David Dennis.

SPTSMN 500 EX: 1. Troy Smalley; 2. Tim Henry; 3. Louis Harker.

SPTSMN 125 NOV: 1. Joel Hanson (C-A); 2. David Keen (Bul); 3. Russell Heck (Hod); 4. Scott Anderson (Suz).

SPTSMN 125 INT: 1. Kirk Barnett (Hon); 2. Steve Adams (Hon); 3. Eric Harrison.

SPTSMN 125 EX: 1. John Lundgren; 2. Rich Venegas (Hon).

BMBR NOV: 1. Charles Hinton; 2. Stanton Speck; 3. Terry Waters; 4. Pat Stidman; 5. Mike Newell.

BMBR INT: 1. Eric Cook; 2. Kirk Barnett; 3. Steve Gordon; 4. Nick Adams; 5. Steve Adams.

BMBR EX: 1. Rick Doughty (Mai); 2. David Fisher (Hus); 3. Randy Lewis (Oss); 4. Rich Smith; 5. Dennis McAdam.

Wollaston whips SRAC MX

By Stacy Jensen

COLORADO SPRINGS, CO, APR. 5

Warm breezes and blue skies set the stage for the Sports Riders Association of Colorado's seventh race of the season, held at Coyote Raceway, where Chad Wollaston fought his way to the overall win in the 250cc Pro class. Two separate long tracks were put in place for the day's events, and the track offered challenges and tough racing as 23 Pros charged down the starting-line hill.

At the start of the first race, Paul Lindsey battled with Travis Riley for the holeshot in the out-of-sight first turn, with Lindsey prevailing. Close at hand were Wollaston, Darin Connet, Eric Landis, John Murray and Wayne Balliett as they fell in behind the leaders. Lindsey and Riley ran close right off the bat but, landing from some small doubles, Riley put the power down better to take the point. Third-placed Wollaston then began pressuring Lindsey, making the pass in a sweeping horseshoe turn and setting his sights on Riley.

Jared Carlson, who started in ninth, worked up to fourth, with Jeremy Hinrichs moving into fifth. As the riders flew over the finish-line tabletop, Wollaston was right on Riley's rear tire, but with expert precision Riley warded off Wollaston in several of the next areas on the track.

Not far behind, Carlson was giving Lindsey a run for his money, pressing every chance he had. As the two came up over the huge double, it was uncertain who would stay on top, but Lindsey took the outside line to stay in third, though Carlson later made it by.

In the battle for the lead, Wollaston pulled a block-pass to take the front spot, though Riley was unrelenting. Meanwhile, Carlson, Lindsey and Mark Flesia closed the gap to the leaders. As Wollaston pulled away and Carlson, Lindsey and Flesia set their sights on Riley, Riley crashed and dropped to fifth. He was soon up and made it past both Lindsey and Flesia by the white-flag lap.

Wollaston came home first, followed by Carlson, Riley, Flesia and Lindsey.

Moto two saw Jeremy Hinrichs take the holeshot, but Wollaston was quickly on the move and took advantage of the tight rut that had formed inside the first turn to power into the lead. Hinrichs, Murray, Lindsey and Flesia would follow, in that order. With an open track ahead, Wollaston fired up his pace and never looked back. Hinrichs, meanwhile, fell at the north end in a slippery, dry section of the wash, allowing Lindsey and Flesia to fight for second as Murray and Balliett duked it out for fourth. The remainder of the race was intense as riders tried and tried again to better their positions, with Wollaston coming out on top, ahead of Lindsey, Flesia, Carlson and Balliett. Wollaston took the overall win, with Carlson second and Lindsey third.

Results

50 NOV: 1. Shane Krako (KTM); 2. Joey Kwak; 3. Cole Schondecker (KTM); 4. Heather Luker (Yam).

P/W NOV: 1. Cameron Phelan (Kaw); 2. Paul Joos (Kaw); 3. Will Gibson (Kaw); 4. Judd Larsen (Kaw); 5. Brady Price (Kaw).

P/W AM: 1. Ike Jost (Kaw); 2. Adam Harvey (Kaw); 3. Trevor Monks (Kaw); 4. Shane DeScenzo (Kaw); 5. Justin Jobe (Kaw).

MINI NOV: 1. Michael Colcerin (Yam); 2. Ike Jost (Kaw); 3. Arne Hansen (Kaw); 4. Dustin Clark (Yam); 5. Nick Achey (Yam).

MINI AM: 1. Brad Alarid (Hon); 2. James Ruiz (Suz); 3. Vince Montelone (Kaw); 4. Jeremy Wilson (Yam); 5. Ryan Conklin (Hon).

MINI EX: 1. Matt Burris (Kaw); 2. Ethan Bates (Yam); 3. Jeff Noriega (Hon); 4. Cody Jensen (Kaw); 5. Christopher Phelan (Yam).

MINI OPEN: 1. Ethan Bates (Yam); 2. Matt Burris (Kaw); 3. Christopher Phelan (Yam); 4. Jeff Noriega (Hon); 5. Hank Kindell (Kaw).

125 NOV: 1. Mark Hubbs (Kaw); 2. Mike Ragel (Hon); 3. Ricky Nishida (Hon); 4. Doug Barnes (Kaw); 5. Jason Thompson (Suz).

125 NOV SPTSMN: 1. Brandon Hightower (Yam); 2. Adam Burris (Yam).

125 AM: 1. Kelby Pepper (Yam); 2. Marc Henderson (Yam); 3. Cody Jensen (Kaw); 4. Ignacio Roeda (Yam); 5. James Agnew (Yam).

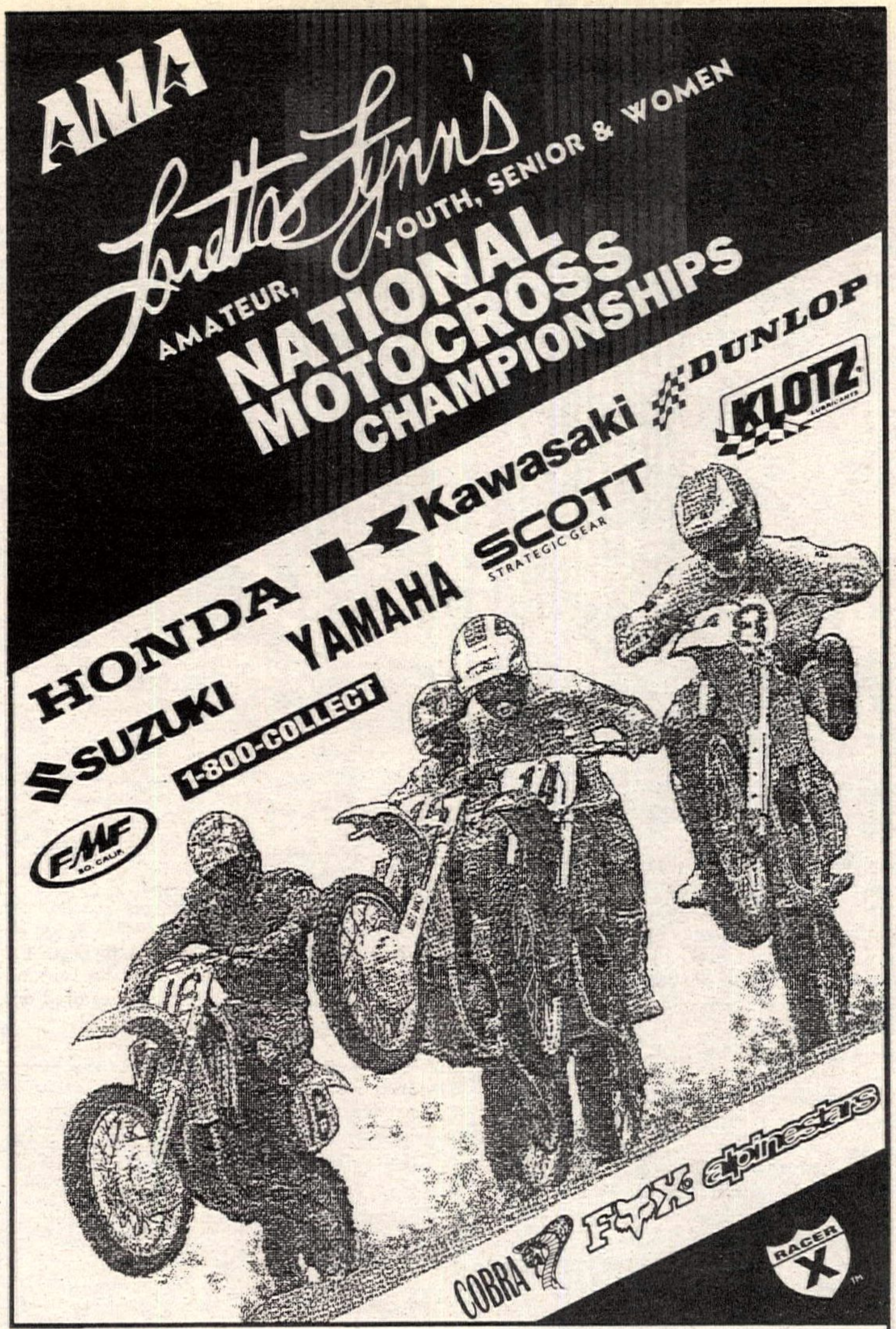
125 INT SPTSMN: 1. Mike Royer (Yam); 2. Andrew Short (Kaw); 3. Ronnie Clark (Yam); 4. Kyle Locke (Yam); 5. Terry Armstrong (Suz).

125 PRO: 1. Jared Carlson (Kaw); 2. Paul Lindsey (Kaw); 3. Eric Landis (Yam); 4. John Murray (Yam); 5. Darren O'Boyle (Yam).

250 NOV: 1. Dave Neumeister (Suz); 2. Jared Varner (Suz); 3. Aaron Bertech (Yam); 4. Jerry Meerkatz (Kaw); 5. Luke Rust (Hon).

250 AM: 1. Don Burns (Yam); 2. Robert Hale (Yam); 3. Jake Hogan (Suz); 4. Scott Hancey (Hon); 5. Chuck McCasland (Kaw).

250 INT SPTSMN: 1. Andrew Short (Kaw); 2. Ryan Nelson (Hon) 3. Ronnie Clark (Yam).



You may enter a total of 4 classes at the Area and Regional levels, but must choose only 2 classes to ride at the National level.

AMA SANCTIONED

Classes 1 - 17 must attend the AMATEUR regional.
Classes 18 - 32 must attend the YOUTH regional.

For 2-day Area Qualifiers: ** Sat. Classes (Other classes run on Sun.)

AMATEUR DIVISON

**1. 125cc A
2. 125cc A/Pro Sport
**3. 125cc B Stock
4. 125cc B Modified
**5. 250/Open A
6. 250/Open A/Pro Sport
**7. 250/Open B Stock
8. 250/Open B Modified
9. Four Stroke (0-650cc)
10. Plus 25
11. Vet A Plus 30
12. Vet B Plus 30
13. Senior Plus 40
14. Masters Plus 50 (Only 20 to National)
**15. 125cc C Stock
16. 125cc C Modified
17. 250/Open C

YOUTH DIVISON

**18. 51cc 4-6 yr Stock shaft drive oil inject
**19. 51cc 4-6 yr AMA Stock Class 1
**20. 51cc 7-8 yr AMA Stock Class 2
**21. 65cc Stock 7-9 yr
**22. 65cc Stock 10-11 yr
**23. 85cc Stock 7-11 yr
**24. 85cc Stock 12-13 yr
25. 85cc Modified 9-13 yr
**26. 85cc Stock 14-15 yr
27. 85cc Modified 14-15 yr
28. 105cc Super Mini 12-15 yr
**29. 125cc Stock 12-15 yr
30. 125cc Modified 12-15 yr
**31. Women 80-105cc 12-15 yr
**32. Women 105cc, 125cc&up

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1998 NATIONAL CHAMPIONSHIP TRACKS

	NORTHEAST	
Mar. 21-22	Doublin Gap, Carlisle,PA	717 249 6036
Mar. 28-29	Action Town, Dillwyn, VA	804 724 4392
Apr. 4-5	Budds Creek MX, Budds Creek, MD	301 475 2000
Apr. 11-12	Challenger, Indiana, PA	412 726 5494
Apr. 18-19	Broome Tioga, Binghamton, NY	717 222 9290
Apr. 25-26	Birch Creek, Danville, VA	804 724 4392
May 2-3	Frozen Ocean MX, Auburn, NY	315 784 5466
May 16-17	Pleasure Valley, Armaugh, PA	814 536 1845
	AMATEUR REGIONAL	
June 27-28	Waldon Playboys, Wallkill, NY	201 934 2907
	YOUTH REGIONAL	
June 13-14	Steel City, Delmont, PA	304 284 0084
	SOUTHEAST	
Mar. 14-15	Society Hills, Society Hill, SC	423 323 5497
Mar. 15	MX of Marion Cty, Reddick, FL	352 591 2050
Mar. 21	Pepsi/Air Dania, Dania, FL	CANCELLED
Mar. 28-29	Echeconne MX, Macon, GA	912 788 8227
Apr. 4-5	Devils Ridge, Sanford, NC	919 776 1767
Apr. 11-12	Cathie's Creek, Forest City, NC	704 287 4100
Apr. 18-19	Killpatrick MX, Albertville, AL	205 561 3495
Apr. 25	Thundercross, Okeechobee, FL**NEW**	941 357 2277
May 16-17	Lazy River, Chatsworth, GA	706 278 1620
	AMATEUR REGIONAL	
June 13-14	Muddy Creek, Blountville, TN	423 323 5497
	YOUTH REGIONAL	
June 20-21	Hillbilly Hills, Roberta, GA	912 788 0413
	MIDEAST	
Mar. 21-22	Bluegrass MX Park,Clay City, KY	606 744 5916
Apr. 18-19	Sunday Creek, Millfield, OH	614 797 2413
Apr. 25-26	Daniel Boone MX, London, KY	606 877 1364
May 2-3	American Mtrspts, MacArthur, OH	614 596 2057
May 2-3	Dutch Sport Pk, Bloomingdale, MI	616 683 4418
May 9-10	Baja Acres, Millington, MI	517 871 3356
May 9-10	Trojan Track, N. Webster, IN	219 594 2649
May 16-17	COCR, Sugar Groove, OH	740 983 3937
	AMATEUR REGIONAL	
June 20-21	Red Bud MX, Buchanan, MI	616 695 6405
	YOUTH REGIONAL	
June 27-28	Midway MX, Mitchell, IN	812 849 0023
	NORTH CENTRAL	
Mar. 21-22	South Central MX, Salem, IL	618 548 5259
Apr. 11-12	Midwest Mtrsprts, Kahoka, MO	816 727 3301
Apr. 18-19	W. KY Motocross, Lowes, KY	502 642 2345
Apr. 25-26	Lincoln Trail, Casey, IL	217 932 2041
May 2-3	Lake Geneva Rcwy, Lk Geneva, WI	815 728 0823
May 16-17	Triple R, Nashville, IL	618 327 9879
May 31	Cooperland, Stillwater, OK	405 743 1515
	AMATEUR REGIONAL	
June 27-28	Bailey's Motosprt, Hoopeston, IL	217 283 6370
	YOUTH REGIONAL	
June 20-21	South Central MX, Salem, IL	618 548 5259
	SOUTH CENTRAL	
Mar. 29	Swan MX, Tyler, TX	903 882 4215
Apr. 4	Lake Whitney MX, Whitney, TX	254 694 4271
Apr. 19	Cedar Hill MX, Magnolia, AR	870 234 1303
Apr. 25-26	NMCC, Moriarty, NM	505 884 9033
May 10	Greenville MX Pk, Greenville, TX	903 450 0017
May 23-24	Watkins Sports Riders, Denver,CO	719 473 6723
May 31	Cooperland, Stillwater, OK	405 743 1515
	AMATEUR REGIONAL	
June 20-21	Cooperland, Stillwater, OK	405 743 1515
	YOUTH REGIONAL	
June 27-28	Highlands MX Pk, Highland, TX	281 843 6686
	NORTHWEST	
Apr 19	Washougal MX, Washougal, WA	541 673 1671
Apr 26	Clarksbranch, Roseburg, OR	541 673 1671
	AMATEUR & YOUTH REGIONALS	
MAY 23-24	Washougal MX, Washpougal, WA	541 673 1671
	SOUTHWEST	
Mar. 29	Glen Helen, San Bernadino, CA	909 880 3090
Apr. 25-26	NMCC, Moriarty, NM	505 884 9033
May 23-24	Watkins Sports Riders, Denver, CO	719 473 6723
	AMATEUR & YOUTH REGIONALS	
June 13-14	NMCC, Moriarty, NM	505 884 9033

August 3-8 Loretta Lynn's Ranch, Hurricane Mills, TN
AMA Amateur & Youth National Championship

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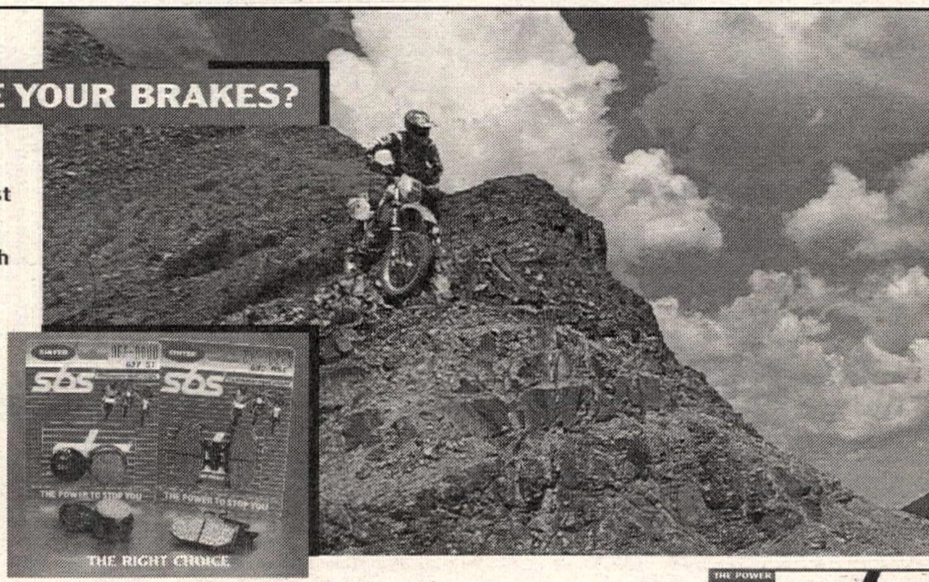

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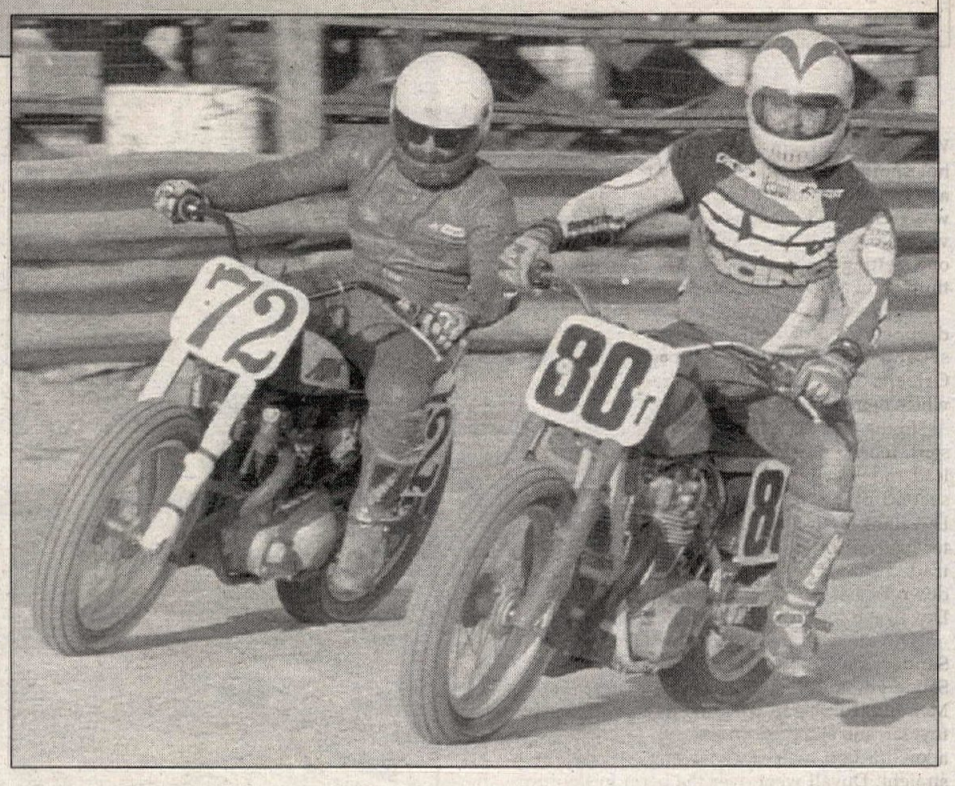

(Above left) Jamie Frazier (87) sets up Scott Shipley (22) for the moto-winning pass in the Over 25 A class at the third round of the U.S. Eastern Motocross Spring Series, held at Actiontown MX in Virginia. Frazier went on to win the Over 25 A and 250cc Pro classes with four moto wins.
(Above) Jim Chapman (72) passed Nick Taylor (80T) to win the 750cc class at the opening Trail-Way short-track event, held in Hanover, Pennsylvania.

250 PRO: 1. Chad Wollaston (Yam); 2. Jared Carlson (Kaw); 3. Paul Lindsey (Kaw); 4. Mark Flesia (Yam); 5. Wayne Balliett (Yam).

NOV OPEN: 1. Aaron Bertsch (Yam); 2. Jered Varner (Kaw); 3. Dave Neumeister (Suz); 4. Len Lawson (Hon); 5. Corey Lewis (Suz).

NOV SPTSMN OPEN: 1. Brandon Hightower (Yam); 2. Adam Burris (Yam).

AM OPEN: 1. Scott Hancey (Hon); 2. Cody Schwab (Yam); 3. Jake Hogan (Suz); 4. Chris Doerfler (Yam); 5. Mike Steed (Kaw).

INT SPTSMN OPEN: 1. Mike Royer (Yam); 2. Ronnie Clark (Yam); 3. Terry Armstrong (Suz).

PRO OPEN: 1. Chad Wollaston (Yam); 2. Derek Brown (Hon) 3. Eric Landis (Yam); 4. Darin Connet (Suz); 5. Wayne Balliett (Yam).

VET NOV: 1. Ethan Bertsch (Yam); 2. Jeff Regan (Yam); 3. Blake Mader (Hon); 4. Ron Decker (Yam); 5. Larry Kastner (Kaw).

VET AM: 1. Brian Davis (Hon); 2. Rover Pederson (Hon); 3. Mike Burke (Yam); 4. Dale Evans (Suz); 5. David Baracon (Hon).

VET PRO: 1. Mark Flesia (Yam); 2. Jeff Summers (Kaw); 3. Jim Eckert (Kaw); 4. Stan Smith (Yam); 5. James Volmer (Kaw).

SR NOV: 1. Mark Bickford (Yam); 2. Rex Harvey (Suz); 3. Mark McDonald (Suz); 4. Richard Fell (Yam); 5. Mark Boyd (Yam).

SR AM: 1. Thomas Edgar (Yam); 2. Bruce Gorski (Suz); 3. William Osthoff (Yam); 4. Tom Hamm (Suz); 5. Mark Smith (Hon).

SR EX: 1. Shawn Smith (Yam) 2. Monty Don Kyle (Yam) 3. Mike Kappleman (Yam); 4. Dan Greenwood (Kaw); 5. Bruce McGrew (Suz).

S/SR: 1. John Beavers. (Hon); 2. Bryon Wolf (Yam); 3. Edgar Perriton (Hon); 4. Bart Kellogg (Kaw).

WMN NOV: 1. Amy Arnold (Kaw); 2. Ashley Boham (Hon).

WMN AM: 1. Tricia May (Suz); 2. Amy Rogers (Yam).

Frazier flawless at Actiontown Motocross

By Jay and Sharon Hauser

DILLWYN, VA, MAR. 29

The U.S. Eastern Motocross Spring Series moved up north a bit as Actiontown MX played host to round three of the 10-race series. The event doubled as an AMA Loretta Lynn's National area qualifier, which helped to draw in a large crowd with a good mix of talent. The racing conditions were perfect, ensuring great racing.

Series regular Jamie Frazier put in a flawless effort on the day and rewarded himself with a total sweep of the highly competitive 250cc Pro racing, as well as the win in Over 25 A action.

Frazier, aboard a Jarmams Sportcycles Yamaha, handled the 250cc Pro class with surprising ease, considering some of the racers he was up against. Mechanicsville, Maryland, rider Billy Schlag was on hand and showed some muscle in moto one, battling with Frazier to the end only to take the runner-up spot. Moto two saw Brewer Cycles' Chris Anstead put in an excellent ride to slip in behind Frazier for a second-place finish, pushing Schlag back to third. When the day was done, however, it was Frazier with two fine moto wins to secure the overall. Schlag just barely edged out Anstead for second overall. Rounding out the top five were Terry Kennedy and Scottie Shipley, both aboard Yamahas, which made for a complete Yamaha sweep of the 250cc Pro-class top five.

Frazier's only real competition in the Over 25 A class came from Shipley, who kept the aggressive Yamaha pilot in sight all day but could not muster up the speed to get past. Finishing third in the Over 25 A action was returning Suzuki rider Shane Templeton, who is back in action after a long layoff from an injury. Templeton had the speed early but faded as the motos wore on. It won't be long before Templeton is back at the head of the field.

Another rider who is always impressive is mini speedster Isha Wood. Since Wood began racing, he has held the number-one plate in Virginia's District 13. Wood also blasted his way to two overall wins in grand fashion by winning all four motos. Wood's first win was in the 80cc (12-15) division, where he bested a large 21-rider field of screaming minis. Cory Gholson has been trying to chase down Wood throughout the series, and he kept up his pace at Actiontown. Gholson recorded a pair of second-place rides-but still allowed Wood to reach a 10-second lead by the end of each moto. Eddie Gleason made the long trip from Jackson, New Jersey, worthwhile by taking a top three in both motos, netting himself a spot on the podium and a guaranteed gate position at the Northeast Youth Regional. Andrew Williams and Zach Miller made their way into the top five by day's end. Williams earned fourth with a score of 8-4, while Miller earned fifth with a 7-5 tally.

Wood totally manhandled the Supermini class, winning both motos basically untouched. Williams was back in action in the Supermini class as well and rode to a hard-fought second place overall over Virginia Beach, Virginia's Josh Dexter. Dexter scored the runner-up spot in the first go-around, but Williams slipped past to take second in moto two and earned second overall.

Results

50 (4-6): 1. Ryan Smith (KTM); 2. Ryan Zimmer (Cob); 3. Jordan David (KTM); 4. Zach Moran (KTM); 5. James Goin (KTM).

50 (7-9): 1. C.W. Brim (KTM); 2. Kyle Fitzwater (Cob); 3. Josh Yeager (KTM); 4. Matt Pierson (Cob); 5. Kyle Breen (Act).

60 (7-9): 1. Ryan Fitzwater (Kaw); 2. Sean Hackley (Kaw); 3. Devon Pilkington (Kaw); 4. Matt Pierson (Kaw); 5. Brad Haar (Kaw).

60 (10-11): 1. Eric Brown (Kaw); 2. Sam Fitzwater (Kaw); 3. David Mitchell (Kaw); 4. Buddy Biagi (Kaw); 5. J-Man Troxell (Kaw).

80 (7-11): 1. Sam Fitzwater (Suz); 2. Eric Brown (Kaw); 3. Cameron Lambert (Suz); 4. Toby Farr (Yam); 5. Martin Page (Kaw).

85 MOD (9-13): 1. Josh Dexter (Yam); 2. Zach Miller (Suz); 3. Randy Newkirk (Suz); 4. Bryan Walker (Hon); 5. James Roberts (Suz)

80 (12-15): 1. Isha Wood (Kaw); 2. Cory Gholson (Yam); 3. Eddie Gleason (Suz); 4. Andrew Williams (Suz); 5. Zach Miller (Suz).

80 D: 1. Phillip Williams (Kaw); 2. Carlton Davis (Kaw); 3. Nick Foley (Kaw); 4. William Davis (Suz); 5. C.J. Johnson (Hon).

S/MINI: 1. Isha Wood (Kaw); 2. Andrew Williams (Suz); 3. Josh Dexter (Yam); 4. Matt Greene (Kaw); 5. Zach Kutschenko (Suz).

SCHBY: 1. Shane Hager (Kaw); 2. B.J. Hutsinger (Suz); 3. Justin Gibbs (Kaw); 4. Blake Pierson (Suz); 5. Matt Greene (Kaw).

125 A: 1. Billy Schlag (Yam); 2. Troy Brewer (Yam); 3. Terry Kennedy (Yam); 4. Shane Templeton (Suz); 5. Brad Tester (Kaw).

125 B: 1. James Webb (Yam); 2. Jason Laplante (Suz); 3. Josh Wood (Yam); 4. Justin Gibbs (Kaw); 5. David Carisle (Kaw).

125 C: 1. B.J. Hutsinger (Suz); 2. Bryan Stevens (Yam); 3. Ryan Brown (Hon); 4. Isha Wood (Kaw); 5. Travis Power (Hon).

125 D: 1. Chris French (Kaw); 2. Chris Moore (Kaw); 3. Steve Smith (Hon); 4. James Hague (Suz); 5. Mark Wheeler (Yam).

250 A: 1. Jamie Frazier (Yam); 2. Billy Schlag (Yam); 3. Chris Anstead (Yam); 4. Terry Kennedy (Yam); 5. Scottie Shipley (Yam).

250 B: 1. Mike Martin (Yam); 2. Jamie Holcomb (Hon); 3. Nelan McFarland (Kaw); 4. Mark Wundrack (Kaw); 5. David Carisle (Kaw).

250 C: 1. Stephen Jarrell (Kaw); 2. Jason Crawford (Suz); 3. Jason Sell (Yam); 4. Joseph Mason (Suz); 5. Matt Howerton (Kaw).

250 D: 1. Jamie Gibson (Hon); 2. George Stanton (Hon); 3. Lonnie Foster (Suz); 4. Mark Kestner (Yam); 5. Mike Mille (Hon).

25+ A: 1. Jamie Frazier (Yam); 2. Scottie Shipley (Yam); 3. Shane Templeton (Suz); 4. John Wilkinson (Kaw); 5. Allen Painter (Kaw).

25+ B: 1. Brendan O'Donnoghue (Yam); 2. Nelan McFarland (Kaw); 3. Todd Bennett (Yam); 4. Jimmy Jones (Yam); 5. Michael Haga (Yam).

25+ C/D: 1. Jason Sell (Yam); 2. Stephen Jarrell (Kaw); 3. Billy Robinson (Kaw); 4. Jeff Belcher (Suz); 5. Robert Butterworth (Hon).

30+ A: 1. Bryan Wentz (Hon); 2. Scottie Shipley (Yam); 3. Allen Painter (Kaw); 4. Greg Meeder (Kaw); 5. James Morris (Hon).

30 B/C+: 1. Mark Hill (Kaw); 2. Todd Marshall (Hon); 3. David Perrin (Suz); 4. Robert Eure (Yam); 5. Tony Holloway (Hon).

35+: 1. Sonny Mitchell (Suz); 2. Bryan Wentz (Hon); 3. Ike De Jager (Suz); 4. David Hobson (Yam); 5. Greg Driscoll (Suz).

40+: 1. Sonny Mitchell (Suz); 2. Ike De Jager (Suz); 3. Greg Driscoll (Suz); 4. Mark Smith (Suz); 5. Tim Dineen (Hon)

OPEN/4-STRK: 1. Jay Hauser (Hon); 2. James Goin (Yam); 3. Todd Bennett (Yam); 4. Ken Farrell (Yam); 5. Tom Haar (Hon).

U/L: 1. Mike Martin (Yam); 2. Jason Laplante (Suz); 3. Josh Wood (Yam); 4. Eric Cox (Yam); 5. Joseph Mason (Suz).

Sweeten sweeps Trail-Way ST opener

By Len Breech

HANOVER, PA, MAR. 28

After having its season opener postponed twice, Trail-Way Speedway finally got the season under way under a beautiful, cloudless, record-setting afternoon.

Led by Bob Sweeten's three wins in the 250cc A, 600cc A and Over 30 classes, several other riders scored double wins. After blowing up his KTM in practice, Georgie Price hopped on his uncle Bob Sweeten's Rotax to take the 600cc Pro and Sportsman finals. Jim Chapman took the 750cc and 500cc two-valve classes. Joey Tyeryar and Jared Mees split Amateur wins, with Tyeryar taking the 250 and 600cc B finals and Mees earning the 85 and 125cc classes. Tim Russell proved his son's Rotax has the power, as he easily took the Over 40 final.

Sweeten's first win was in the 250cc A class, where he gated first over Joe Zydinsky, Dave Smith, Jim Haas and Jake Johnson. Zydinsky stayed close in the early laps, while Johnson overcame a typically bad start to lead the second group in third by lap three. Two laps later, Zydinsky broke, giving Sweeten a large margin over the battle for second. Two laps from the end, Haas slipped by Johnson for the runner-up spot. Sweeten's wins in the 600cc A and Over 30 classes were relatively easy for the wily veteran.

When his KTM developed problems in practice, Georgie Price used Sweeten's machine for his ride. Price jumped out in front of the 600cc Pro class and managed to hold off a tightly bunched, growling pack led by Mike Varnes, Kevin Varnes, John Winsett Jr. and Roy Miller. While Miller appeared to be faster, Price was just quick enough to stay in front. Then, two laps from the finish, disaster struck. Mike Varnes got a front tire under Price as they came off the second turn. As close as they were, they touched about one third of the way down the back straight. Mike Varnes went over the bars, touching off a horrible-looking chain-reaction crash that collected the rest of the field. Luckily, no one was hurt badly enough to require an ambulance ride, but with none of the machines in any condition to continue, the race was called. With most of his competition in shambles, Price had an easy Sportsman win.

Nick Taylor grabbed the point position off gate number two in the 750cc final, in front of Jim Chapman, Clarence Bull and Brian Eckhart. With Taylor holding the usually preferred inside line, Chapman surprised him with an outside pass coming off the second turn on the fourth lap and then proceeded to pull away.

In the newly started 500cc two-valve class, designed primarily as a budget class for the hundreds of 500cc Yamaha TTs out there, Chapman wasted little time in getting in front of his buddy Dave Smith and keeping him just a few lengths behind for the win.

Even with some riders moving up, the 85cc class still looks like one of the most competitive of the Amateur classes this season. Mees put his Michael's Classic H-D-sponsored Kawasaki in front of Zach Calcutt, Shawn Baer and Jason Isennock. On the third lap, Baer drifted slightly high off the second turn, giving Isennock third. Isennock took second from Calcutt on the next lap, and then started to close in on Mees. He finally caught him with a little more than a lap left. As they entered the third turn, Isennock went to the outside and almost puffed off the win, just losing by inches at the line.

Results

50 (4-6): 1. Evan Baer (Act); 2. John Long III (Act); 3. Mike Wagner (Act); 4. Bryan Demuro (Act); 5. Corey March (Act).

65: 1. John Lewis V (Kaw); 2. Frankie Locke (Kaw); 3. Nick Henderson (Kaw); 4. Wayne Wagner (Kaw); 5. Brandon Robinson (Kaw).

40+: 1. Tim Russell (Rtx); 2. Mike Keane (Yam); 3. David Higgins (Suz); 4. John Stackus (Kaw).

50 OIL-INJ: 1. John Long III (Yam); 2. Mike Wagner (Yam); 3. Bobby Weir (Yam); 4. Mitch Harvat (Yam); 5. R.J. Hart (Yam).

250 A: 1. Bob Sweeten (Hon); 2. Jim Haas (Kaw); 3. Jake Johnson (Hon); 4. Jack Wagner (Hon); 5. Dave Smith (Hon).

85: 1. Jared Mees (Kaw); 2. Jason Isennock (Kaw); 3. Zach Calcutt (Hon); 4. Shawn Baer (Yam); 5. Brian Phillips Jr. (Yam)

30+: 1. Bob Sweeten (Rtx); 2. John Henderson (Rtx); 3. Bill Bromley (Rtx); 4. Jack Wagner (Hon); 5. Mike Wilson (KTM).

50 (7-8): 1. Jeff Haldeman (Lem); 2. Steve Locke (Lem); 3. Brandon Robinson (Act); 4. Megan James (Act).

600 PRO: 1. Georgie Price (Rtx); 2. Mike Varnes (ATK); 3. Kevin Varnes (Rtx); 4. John Winsett Jr. (Rtx); 5. Roy Miner (Rtx).

125 SCHBY: 1. Jonathan Reid (KTM); 2. Robbie Reynolds (Hon).

125: 1. Jared Mees (Hon); 2. Bryan Douglas (Hon); 3. Chris Klinefelter (Hon); 4. Ray Lied (Hon); 5. Jonathan Reid (KTM).

600 B: 1. Joey Tyeryar (Rtx); 2. Bill Stillwell (Rtx); 3. Dave Smith (Kaw); 4. Mike Wilson (KTM); 5. Joe Garboski (Yam).

750: 1. Jim Chapman (Tri); 2. Nick Taylor (Yam); 3. Clarence Bull (Yam); 4. Brian Eckhart (Tri); 5. Mike Keane (Yam)

250 B: 1. Joey Tyeryar (Kaw); 2. Bill Stillwell (Suz); 3. Terry Swartz (Yam); 4. Dave Smith (Kaw); 5. Greg Sassaman (Yam).

600 A: 1. Bob Sweeten (Rtx); 2. Bill Bromley (Rtx); 3. Sam Winters (Rtx).

500 2V A: 1. Jim Chapman (Yam); 2. Dave Smith (Yam); 3. Nick Taylor (Yam); 4. John Winsett Sr. (Yam).

SPTSMN: 1. Georgie Price (Rtx); 2. Joey Zydinsky (Hon); 3. Todd Kendig (Rtx); 4. Bill Bromley (Rtx).

Pierce fierce at West Florida Motocross

By Neal R. Thomas

MILTON, FL, MAR. 21

Caleb Pierce and Jon Sanders battled tough competition and unseasonable weather to top the Pee Wee C and the 125cc C classes, respectively, at the West Florida MX Park.

Pierce traded wins with Jesse Holmes, with Anthony Yates between them both times. Pierce took the second-moto tie breaker for the overall win. Sanders went back to Alabama with the first-place 125cc C trophy after an impressive double moto sweep.

The day's first moto featured combined Pee Wee B and C racing. Cody Griggers took the holeshot but had trouble with the sandy turns and crashed his way to a fifth-place finish. Yates was racing well, leading some laps until he fell victim to a sandy turn and crashed back to second, letting Holmes take the win. Pierce took third and Patrick Buell ended up with fourth.

The second moto was hard on Holmes, who dropped to third while Yates charged to take second overall. Pierce, who rode the New Orleans SX KTM exhibition race, took first, which netted him first overall.

In the first 125cc C moto, Sanders got a good start, moved quickly to the front, opened a big lead and won. Jim Kolasa took the holeshot and second place in the moto, ahead of Patrick Duvall of Mississippi. Duvall and Gannon Baxter had one of the best battles of the day. They traded places repeatedly before Baxter went down in a slow turn and relinquished third to Duvall and fourth to Revel Phillips.

Duvall took the moto-two holeshot, with Sanders on his rear fender. Two turns later, Sanders was in first and making a break. Steve McLaughlin began pressuring Duvall on the first lap and slithered underneath for the pass in a low-traction switchback leading onto the front straight. Duvall went over the berm in the turn before the rhythm section and let Jim Kolasa and Revel Phillips by. Duvall zapped Phillips right back. Kolasa chased down McLaughlin and block-passed him before a double to take over second.

At the white flag, Sanders was alone in first. He took the moto win and first overall, with Kolasa second, followed by Duvall, McLaughlin and Phillips.

Results

OPEN P/W: 1. Bob Ballard; 2. John Chapman; 3. Caleb Pierce.
P/W B: 1. Brandon Fritz; 2. William Hobb.
P/W C: 1. Caleb Pierce; 2. Anthony Yates; 3. Jesse Holmes.
P/W D: 1. Cody Harris; 2. Nikkolas Kunkle; 3. Charlie Maack.
JR MINI BEG: 1. Bob Ballard; 2. Jeremy Corert; 3. Jacob Bardreaux.
80 B: 1. Jim Kolasa; 2. Arthur Stramberg.
80 C: 1. Clayton Arnold; 2. Clinton Arnold.
80 D: 1. Brad Stramberg; 2. Chris Thomley.
125 MNY: 1. Randy Jernigan; 2. Alan Sanders; 3. Rickey Palmer.
125 B: 1. Daniel Young; 2. Brian Young; 3. Kyle Hochstetler.
125 C: 1. Jon Sanders; 2. Jim Kolasa; 3. Patrick Duvall.
250 MNY: 1. Randy Jernigan; 2. Ronnie Ramical.
250 B: 1. John Hanford; 2. Bob Riker; 3. Charles Hebstreith.
250 C: 1. Erik Miller.
250 D: 1. Billy Long; 2. Mike Page.
HBBY: 1. Jerry Young; 2. Kenny Smith; 3. Rick Thinley.
12-15 YTH: 1. John Melton; 2. Derek Fore.
16-29 YTH: 1. Kyle Hochstetler.
VET B: 1. John Kiley; 2. James Stinson.
VET C: 1. Neal Thomas; 2. Dana Barberi.

Hardy cooks at Turkey Creek Motocross

By Joe Barrow

EDGEFIELD, SC, APR. 4

Turkey Creek hosted the first of five races of their Gobbler MX Series, and even though the turnout was down due to inclement weather, the races still went on without a hitch.

Turkey Creek MX is a new facility with the potential to become a great track in the Southeast. The track is 1.4 miles long, with lots of doubles, whoops, a big downhill jump, a 110-foot uphill triple, 150-foot stutter whoops and a triple step-up jump. The track is mostly clay, and with the downpour of rain the night before, the track owner, Jim Barrow, had some cleaning up to do to get the track ridable.

The 125cc B class saw James Hardy make his comeback. After a fall in the first moto and an eventual third, he took first place in the second moto to snare the overall win over Matthew Parker and Jon Quesenberry.

Kevin Parker raced to the win in the 250cc C class, ahead of Ricky Branum and Ken Teddards. The Unlimited C/D class saw Justin Conroy of Columbia turn it on to win, while Guy White, also of Columbia, took second.

The 50cc class is always a lot of fun, with some real competition going on. In the 4- to 6-year-old class, little Seth Quesenberry took first place, with Daniel Birt close behind in second. In the 7- to 8-year-old class, Patrick Johnson took first and Hunter Jennings went full speed ahead to win second.

Results

50 (4-6): 1. Seth Quesenberry; 2. Daniel Birt; 3. Kody Duke; 4. Jared Turner; 5. Kyle Watson.
50 (7-8): 1. Patrick Johnson; 2. Hunter Jennings; 3. Jonathan Ellis; 4. Brent Rothenberg; 5. Trey Lightsey.
60 (7-9): 1. Drew Conroy; 2. Kyle Perry; 3. Daryl Doolittle; 4. Kevin Shelley; 5. Chase McIntyre.
80 D: 1. Keith Clayton; 2. Justin Burdette.

CHAPARRAL presents the 5th ANNUAL 6 Hours of Glen Helen

GLEN HELEN RACEWAY PARK SAN BERNARDINO, CA

APRIL 19th
8:30 am 'til 2:30 pm

1 to 3 MAN TEAMS
6 TEAM CLASSES
4 MILE COURSE

TEAM ENDURANCE RACE

Finisher Pins & Trophies

NO MEMBERSHIP REQUIRED

Classes:
Beg/Nov, Exp/Am
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Randy Valade (329) gets the jump on David Oettel (51), Michael Cole (7), Todd Raska (970), Tommy Collier (427), Jeremy Hughson (428), Chris Briesneister (15), Ryan Haines (489) and the rest of the pack en route to his 250cc A-class win at Log Road MX in Coldwater, Michigan. Valade also dominated the 125cc A class.

JR MINI: 1. Austin Cooley; 2. Caleb Benton; 3. Josh Barrow; 4. Dustin Doolittle.

125 C: 1. Justin Conroy; 2. Guy White.

125 D: 1. John Schumpert; 2. John Bell; 3. Ian Thompkins; 4. Terry Conroy; 5. David Quesenberry.

125 B: 1. James Hardy; 2. Matthew Parker; 3. Jon Quesenberry.

250 C: 1. Kevin Parker; 2. Ricky Branum; 3. Ken Teddards; 4. Chris Seigler.

250 D: 1. Roy Perry; 2. Daniel Doolittle; 3. Tony Burdette; 4. Derrick Boatwright.

U/L C/D: 1. Justin Conroy; 2. Guy White.

Greer goes at Virginia Hare Scrambles

By Rik and Tina Hazelwood

FARMVILLE, VA, MAR. 22

On a remarkably sunny day in the mountainous terrain of southwestern Virginia, Jason Greer ran away with the main championship honors aboard his YZ125. It was the opening round of the Virginia Championship Hare Scrambles Series and it had the potential to be one of the most fun and best-laid-out courses of the season, but Mother Nature let us all know who was in charge that day. Chuck Honeycutt stated that all preparations were completed the weekend before the race, with some final cutting of face-slappers and the installation of some new bridges. The course was in great shape.

Little did anyone know that in the upcoming week, southwestern Virginia would endure tremendous amounts of rain, flooding, and several tornadoes. The 8-mile trail was transformed into a quagmire by the destructive weather. This made for some exciting racing and some interesting line choices.

The day of the race saw sunshine and a record number of racers, with more than 200 men and women coming out to play in the mud. This isn't NASCAR, folks, so a little water on the track just makes for a more exciting race.

When the flag dropped at noon for the main event, Greer took the holeshot. By the end of the first lap, he had a minute lead over Stephen Edmondson. At the end of the second lap, the pecking order was established and remained the same throughout the rest of the race. At the end of the fourth and final lap, it was Pirelli/Factory Connection-backed Greer who took the checkered flag.

The 200cc A class saw some extreme action, with class champ Andrew Williams and bridesmaid Dean Ingram changing lead positions throughout the event to finish a mere eight seconds apart. Third place went to Chance Baker, who finished 12 minutes off the leaders' pace. Baker was followed by Tommy Reynolds and Brian Bouma.

"It would have been a great course if the weather had cooperated," Williams said. "I had an extremely tight race with Ingram and we swapped the lead five or six times on the last lap, but luck was on my side and it worked out to my advantage."

"I enjoyed the course," Bouma said, "but three fouled plugs knocked me off of the pace."

Results

GRAND CHAMPION: Jason Greer (Yam).

AA: 1. Stephen Edmondson (Kaw); 2. Robbie Deal (Hon); 3. Tommy Handy (Kaw); 4. Daniel Morrison (Kaw); 5. David White (Hus).

200 A: 1. Andrew Williams (Kaw); 2. Dean Ingram (Kaw); 3. Chance Baker (Kaw); 4. Tommy Reynolds (Hon); 5. Brian Bouma (Yam).

250 A: 1. Timmy Mitchell (Yam); 2. Thomas Turner (Kaw); 3. Travis Williford (Suz); 5. Jason Brown (Kaw).

VET A: 1. Danny Morrison (Kaw); 2. Ricky Huffman (Kaw); 3. Monty Orr (Hon); 4. Darryl Campbell (KTM); 5. Darrell Harley (Hon).

200 B: 1. Josh Elliot (Kaw); 2. Mike Bouma (Yam); 3. Brian Morgan (KTM); 4. Nick Nestor (Hon); 5. Johnny Newell (Hon).

250 B: 1. Jason Balonis (Hon); 2. Warren Hill (Yam); 3. Albert Putnam (Hon); 4. Michael Walsh (Kaw); 5. Joey Woody (Kaw).

VET B: 1. Craig Randal (Yam); 2. Randy Fink (Yam); 3. Mike Bakken (Kaw); 4. Andy Phillips (Hon); 5. Robert Hawkes (KTM).

4-STRK: 1. Larry Trent (Hon); 2. Tony Deal (Hon); 3. Jeff Woody (Hon); 4. Keith Lowery (Hon); 5. Scott Tankesley (Hon).

200 C: 1. Michael Keesee (Yam); 2. Eric Throupe (Kaw); 3. Jason VanHoy; 4. Timothy Morton (Suz); 5. Joey Bonanno (Hon).

250 C: 1. Max Clifford (KTM); 2. Jerry Ramsey (Kaw); 3. Sam Clifford (Hon); 4. Jeff Algood (Hon); 5. Jon Becker (Yam).

MINI: 1. Jason Bailey (Kaw); 2. Brian Happle (Kaw); 3. Chris Cooper (Kaw); 4. Jason Huffman (Yam); 5. Michael Sharp (Suz).

WMN: 1. Heather Greer (Hon); 2. Melissa Barton (Kaw); 3. Jessica Morrison (Kaw); 4. Christine Blake (Kaw); 5. Katey Tankesley (Hon).

Valade vicious at Log Road Motocross

By Doug Ketchum

COLDWATER, MI, MAR. 28

The Log Road track was the sight for opening race of District 14's Spring Fling MX Series. The morning started out looking pretty bad, with rain showers that could be called heavy at times, but by afternoon the track was well-groomed and fast. Randy Valade was Mr. Consistent as he took first in all four motos of competition for the 125 and 250cc A classes.

The Spring Fling is an eight-race, non-points-paying series that starts at Log Road and goes through April, ending at Redbud.

After the first round of morning motos were run, the rain had lessened nearly to a stop, but the track was in terrible shape, with heavy ruts and deep-standing water in spots. Even with blue skies visible to the west, it was voted (by the riders) not to run the second motos. This was fine with the promoters, because this gave them a little more time to get the track back in shape. And get it in shape they did. After about two hours of work, the heavy slop had been pushed off and the track was rerouted to avoid the really bad spots.

In the afternoon, the 125cc A class was ready to go. By this time, the sun and breeze had worked the track into relatively good shape. Valade got the holeshot, with Ryan Dewey in second going into turn one. After two laps, Valade was running away with about a seven-second lead. By lap three he had lapped the last-place rider and also doubled the length of his lead. The race was his to lose, but he didn't, and Valade took the win over Tommy Collier, Matt Myers, David Oettel and the fading Dewey.

With 36 entries in the 125cc B class, the gate was full, to say the least. You could almost see the pileup coming as the wide line narrowed down into the first turn, and while nearly half of the field was picking themselves up off the ground, Ian Hammond had the holeshot and the early lead. Two turns into the second lap, Hammond's front tire caught a rut and he went down. Chad Johnson and Jamie Beckett were right behind Hammond when he went down, and they took advantage of the leader's misfortune by moving around the downed rider. Johnson worked himself out to a seven-second lead by the time the checkers waved; he was followed by Beckett and Hammond.

Results

P/W JR: 1. Robb Lapeen II (KTM); 2. Matthew R. Adrian (Lem); 3. Kyle Straube (Cob); 4. Malachi Freiburger (Lem); 5. Michael Ross (KTM).

P/W SS: 1. Robb Lapeen II (Yam); 2. Jerry Stoken (Yam); 3. Matthew R. Adrian (Yam); 4. Taylor Urbanowski (Yam); 5. Jacob Counselor (Yam).

P/W SR: 1. Thomas Fisher (Cob); 2. Dominic Izz (Cob); 3. Kyle Bourdage (Cob); 4. Brian D. Papst (Cob); 5. Cody Lee Davis (Cob).

60 BEG: 1. Tyler Faber (Kaw); 2. Joshua Barrett (Kaw); 3. Bruce Heightchew (Kaw); 4. Kelsie Bernholtz (Kaw).

60: 1. Josh Lichtle (Kaw); 2. T.J. Auten Jr. (Kaw); 3. Grant W. Moreland (Kaw); 4. Jerry Lorenz (Kaw); 5. Brian D. Goodricke (Kaw).

80 (7-10): 1. Nicholas P. Adams (Kaw); 2. Josh Lichtle (Yam); 3. Joe Penrod (Kaw); 4. Christopher Robertson (Suz); 5. Jerry Lorenz (Yam).

80 (12-15): 1. Eric Baird (Suz); 2. Nicholas Vaughn (Kaw); 3. Robby E. Wheeler (Suz); 4. Nic Manion (Yam); 5. Brad Kodjewski (Suz).

80 C: 1. Nate Larson (Kaw); 2. David Reed (Hon); 3. Tyler A. Gundland (Yam); 4. Nathan Barrett (Yam); 5. Derrick Dickerson (Hon).

125 JR: 1. Joshua Woods (Kaw); 2. Chad Johnson (Kaw); 3. Ian D. Hammond (Suz); 4. Matt Macan (Suz); 5. Brian Gerth (Suz).

125 A: 1. Randy J. Valade (Kaw); 2. Tommy Collier (Suz); 3. Matt B. Myers (Kaw); 4. David Oettel (Kaw); 5. Ryan J. Dewey (Yam).

125 B: 1. Chad Johnson (Kaw); 2. Jamie Beckett (Suz); 3. Ian D. Hammond (Suz); 4. Darby Fowler (Suz); 5. Harold L. Goodman (Yam).

250 OPEN A: 1. Randy J. Valade (Kaw); 2. Ryan A. Haines (Hon); 3. Michael Cole (Kaw); 4. Richard Watson Jr. (Suz); 5. Tommy Collier (Suz).

250 OPEN B: 1. Jason M. McDonald (Suz); 2. Michael W. Mercer (Suz); 3. Michael Stevenson (Kaw); 4. Greg Foster (Kaw); 5. Darby Fowler (Suz).

250 OPEN C: 1. David O. Whittier (Kaw); 2. Michael Wieland (Kaw); 3. John D.M. Crews (Yam); 4. Charles Sessink (Hon); 5. Ryan Brecheisen (Hon).

16-24: 1. Matthew Szorobura (Yam); 2. Tony R. Bentley Jr. (Kaw); 3. Todd Raska (Suz); 4. Michael Salisbury (Yam); 5. Ryan P. Cornell (Hon).

25+: 1. Matthew L. Crown (Kaw); 2. Dave Korte (Hon); 3. Victor Edgar (Suz); 4. Keith Pagel (Kaw); 5. Gary A. Radzicki (Kaw).

30+: 1. Matthew L. Crown (Kaw); 2. Connie J. Feist (Suz); 3. Bart Newman (Kaw); 4. Dave R. Howard (Hon); 5. Victor Edgar (Suz).

35+: 1. Connie J. Feist (Suz); 2. Jerry R. Mott (Kaw); 3. Scott D. Currie (Hon); 4. Shay Fisher (Hon); 5. William W. Vann (Hon).

40+: 1. Larry L. Witmer (Suz); 2. Robert Richardson (Hon); 3. Steven Hugenell (Yam); 4. Larry Brock (Hon); 5. Bob Bolenbaugh (Hon).

50+: 1. Robert Chapman (Hon); 2. Tim Graves (Yam); 3. Roy W. Maley Jr. (Hon); 4. John Korte (Hon); 5. Edward Hieftje III (Yam).

BMBR: 1. Michael R. Watson (Kaw).

NON-CUR: 1. Michael Decker (Hon); 2. Larry D. Hagg (Kaw).

Forrest fast at Caprock Canyon Enduro

By Troy Raynor

TURKEY, TX, MAR. 29

Forrest Tobin rode his new KTM to the overall win at the Caprock Canyon Enduro. The Rocky Mountain Enduro Circuit and the Texas State Championship Enduro Circuit teamed up to co-sanction this Texas event, which was round two of the RMEC Championship Series. The rider turnout for the event was approximately 425 strong. This was Tobin's first overall win at an event, and it was very impressive considering the local competition. The promoter, the Post Enduro Association, had a unique addition to the event: a Grand Prix on Saturday. The GP was laid out on a 2-mile section of trail, grass track, dirt and paved roads. The race started right in downtown Turkey, with an old-fashioned, straddle-the-front-tire shotgun start. Try that in your hometown!

Kalom Young led the race from start to finish, with Tobin taking second and Chad Carlisle in third.

Sunday's enduro kicked off under clear skies at 8:01 a.m. The first loop consisted of moderate speed averages with short, tight test sections. The typical red Texas sand had some El Niño moisture left in it, which made for some fun cornering. At the first gas stop, most of the top PEA and RMEC riders had zeroed the test sections.

The second loop was run in faster, wide-open terrain. The warm 85-degree temperatures had the visiting cold-blooded Colorado riders working up a sweat. John Blythe had the Over 40 A class on their toes, while Eric Neher, Shawn Tescher and George Villanyi were battling for first, second and third on their new Yamaha four-strokes. Scores were still tight at the second gas, with Tobin and TSCEC hot-shoe rider Mike Wilson tied with the same score.

The third loop was more of the fast stuff with some really fun sand washes. Several Colorado riders found out the hard way that you can't cut through the mesquite trees. One-armed jerseys were not an uncommon sight!

At the end of the loop, riders were checked into one last test: one time through the Saturday Grand Prix course. The speed average was bumped up to 60 mph, just to make sure they took points from everyone. All told, Tobin and Wilson ended up tied at four points each. The tie-breaker seconds tallied up to 4.273 to 4.274, with Tobin winning by just one second; that's just one missed shift or one overshot corner. Third overall went to Hayden Franklin, who finished on his Gas Gas with a 4.285, only 11 seconds back. Rick Higgins and up-and-coming RMEC rider Bryan Penney rounded out the top five.

PEA did a good job with the event. The course was well-marked with good speed averages and check placements, and plenty of check-ins to keep everyone honest.

Results

O/A A: 1. Forrest Tobin (KTM).

O/A B: 1. C. Metcalf (Kaw).

O/A C: 1. D. Whitaker (Kaw).

AA: 1. Mike Wilson (Hon); 2. Hayden Franklin (G-G); 3. Rick Higgins (Yam); 4. Bryan Penney (Kaw); 5. S. Stretch (KTM).

OPEN A: 1. M. Baker (Hon); 2. G. Gabert (Hon); 3. T. Maxwell (Kaw); 4. B. Byrd (Yam); 5. P. Douglas (KTM).

SR A: 1. John Blythe (Kaw); 2. J. Kolbensvik (Hon); 3. J. Gutierrez (Kaw); 4. R. Hess (Hon); 5. K. Smith (Yam).

S/SR LONG: 1. F. Stretch (KTM); 2. B. Kellog (KTM); 3. D. Burgen (Yam); 4. J. Parker (KTM).

200 A: 1. M. Geary (KTM); 2. M. Grubb (KTM); 3. R. McMurtry (Kaw); 4. E. Shellenberg (KTM); 5. R. Brown (Hon).

250 A: 1. Kalom Young (Hon); 2. T. Slavik (KTM); 3. W. McMahan (Yam); 4. M. Faulk (Hon); 5. K. Sharp (Yam).

4-STRK A: 1. Eric Neher (Yam); 2. Shawn Tescher (Yam); 3. George Villanyi (Yam); 4. J. Roy (Hon); 5. D. Pearson (Hon).

200 B: 1. D. Hogan (Kaw); 2. J. Aumiller (KTM); 3. L. Duncan (KTM); 4. G. Kivett (Kaw); 5. J. Ingham (KTM).

250 B: 1. S. Redline (Yam); 2. C. Sanders (Suz); 3. D. Sawyer (Yam); 4. D. Neumeister (Suz); 5. M. Deutsch (KTM).

OPEN B: 1. D. Morgan (ATK); 2. P. Rowen (KTM); 3. C. Moore (Hon); 4. T. Abbott; 5. R. Vialpando (ATK).

SR B: 1. D. Keyser (KTM); 2. M. Atkins (Kaw); 3. K. Murphy (Yam); 4. M. Tescher (KTM); 5. S. Vanatta (KTM).

4-STRK B: 1. B. Birdwell (Hon); 2. P. Favret (Hon); 3. A. Hill (Hon); 4. G. McMahan (Hon); 5. E. Eugster (KTM).

200 C: 1. M. Thompson (Yam); 2. K. Wilson (Yam); 3. P. Turner (Yam); 4. S. Anderson (Suz); 5. J. Rose (Kaw).

250 C: 1. C. Podzemny (Kaw); 2. R. Ruess (Kaw); 3. S. Murphy (Kaw); 4. J. Godfrey (Suz); 5. S. Hill (Yam).

OPEN C: 1. S. Litster (Suz); 2. D. Jackson (Kaw); 3. D. Koscove; 4. Z. Giblet (Hon); 5. J. Brunson (Hon).

SR C: 1. R. Grupp (Suz); 2. J. Crawford (Yam); 3. D. Bamber (Kaw); 4. S. Dennis (KTM); 5. J. Smith (KTM).

4-STRK C: 1. B. Robertson; 2. N. Tucker (Hus); 3. J. Nevils (Hon); 4. J. Warning (Hon); 5. M. Cywinski (Kaw).

16-LW C: 1. J. Frazier (KTM); 2. D. Fowler (Kaw), 3. L. Cates; 4. C. Tittle (KTM); 5. F. Humphrey (Yam).

16-SW C: 1. J. Hogan (Kaw); 2. L. King; 3. B. Brady (Yam); 4. M. McBride (Hon); 5. D. Tittle (Kaw).

WMN: 1. R. Parsley (Yam); 2. Morse (Kaw); 3. H. Duncan (KTM); 4. E. Patton (Kaw); 5. K. Clark.

SPTSMN: 1. B. Dalton; 2. K. Murphy; 3. J. Coy; 4. K. Hill; 5. J. Quast.

S/SR SHORT: 1. J. Noteboom (KTM); 2. K. Otto (Kaw); 3. B. Lair (Yam); 4. M. Hall (Hon); 5. G. Webb (Hon).

MSTR: 1. B. Franklin (KTM); 2. H. Wilson (Suz); 3. V. Markworth (Kaw); 4. W. Hendrix (Kaw); 5. J. Henry (Kaw).

200 XC: 1. Z. Cambern (Kaw); 2. J. Cambern (Hon); 3. T. Snider (Kaw).

250 XC: 1. B. Mills; 2. C. Neher (Yam); 3. S. Gray (Yam); 4. D. Waugh (Yam); 5. R. Crowder.

4-STRK XC: 1. B. Roe (Hon); 2. K. Grant (KTM); 3. W. Richardson (Hon); 4. R. Howard (Hon); 5. G. Getchell (Hon).

Smail no snail at Washougal Motocross

By Pat Dougherty

WASHOUGAL, WA, APR. 5

KTM/Husaberg's Lance Smail from Federal Way, Washington, was large and in charge at the first event of the season held at Washougal. More than 600 riders enjoyed loamy traction and sun breaks as a perfect day of racing unfolded.

It was Smail on his KTM 125 taking the first holeshot of the day, ahead of Team Suzukis' Ryan Huffman and Team FMF/Hondas' Jason McCormick. Huffman was charging hard, though reportedly he wasn't feeling well. Huffman charged into the lead at one point; then Smail made a bobble that set him back to fifth. McCormick inherited the lead and the win when Huffman pulled off the track and literally lost his breakfast.

The second 125cc Pro moto saw Huffman recover in time for the start; Smail and Huffman were close by. The three were battling hard, but as soon as McCormick raced into the lead, he pulled off the track and said his bike was seizing. Huffman soldiered on for an impressive ride to victory. However, it was Smail who earned the overall win.

Huffman powered his Suzuki RM250 to the front of the first turn in the 250cc Pro class, ahead of McCormick and Mike Hamness. Smail was making passes on his Husaberg four-stroke back in the pack and before long he was

within the top three. Huffman and McCormick were putting on quite an impressive show as they battled back and forth several times. Over-jumping to make the pass seemed to work for Huffman, but then more momentum through sections allowed McCormick to pull off the win. Smail outlasted the under-the-weather Huffman to gather a second in the first moto.

McCormick took the holeshot in the second moto, ahead of Huffman and Smail. To his credit, Huffman dug deepest to charge to the lead and hold on for the win. Smail passed McCormick and bagged the overall - his second of the day.

Eric Williams, out of Central Point, Oregon, was perfect all day aboard his new Suzukis. In the 125cc Intermediate and 250cc Intermediate classes, he came from behind to run away from almost everyone.

Travis Murphy from Battle Ground, Washington, nailed the holeshot on his Suzuki in the first 250cc Intermediate moto, and Tyler Kavaney out of Snohomish, Washington, started ahead of Williams. Always charging forward, Williams appeared to be working a lot less to go faster and took that style past everyone to win. Williams did prove his starts later as he captured the holeshot in his last moto and simply ran away for the win.

Traci Flemming from Kelso, Washington, continued her winning in the Women's class. As the 1997 National Women's Motocross Champion, she also did well in the 125cc Junior class, finishing sixth out of 25. CN

Results

50 (4-6): 1. Stefan Wilde (KTM); 2. Tevin Tapia (KTM); 3. Tommy Weeck (KTM); 4. Skyler Harris (KTM); 5. Glenn Prestholt (Lem).

50 (7-8): 1. Jacob Kannada (Cob); 2. Tyler Villopoto (KTM); 3. Ryan Journey (KTM); 4. Lance Phillips (Lem); 5. Cody Cosens (Cob).

50 NON-CONF: 1. Joey Ruminer (Hon).

50 OIL-INJ: 1. Dustin Phillips (Yam); 2. Kyle Smith (Yam).

60 (7-8): 1. Shawn Haberlock (KTM); 2. Brett Osaka (Kaw); 3. Josh Hill (KTM); 4. Cody Denham (Kaw); 5. Mac James (Kaw).

60 (9-11): 1. Tate Major (Kaw); 2. Todd Nelson (Kaw); 3. Justin Keeney (Kaw); 4. Ross Johnson (Kaw); 5. Shon Wilson (Kaw).

80 (12-13): 1. Kiel Krogstadt (Kaw); 2. Joey Mancuso (Hon); 3. Tyler Fick (Kaw); 4. Dale Ainslie (Yam); 5. Ryan Abrigo (Kaw).

80 (14-15): 1. Kenny Lierman (Yam); 2. Kelvin Schoen (Yam); 3. Anthony Rudolph (Yam); 4. Lars Trulson (Yam); 5. Ryan Ennis (Yam).

80 (7-11): 1. Ross Johnson (Kaw); 2. Todd Nelson (Kaw); 3. Shon Wilson (Yam); 4. Tate Major (Yam); 5. Marc Buet (Kaw).

80 D: 1. Benjamin Swendsen (Kaw); 2. Alex Wirkus (Kaw); 3. Danny Smith (Kaw); 4. Timothy Ricketts (Hon); 5. Aaron Gallington (Hon).

125 A: 1. Lance Smail (KTM); 2. Ryan Huffman (Kaw); 3. Dan Moore (Suz); 4. Nick Hansen (Suz); 5. Dustin Lenaburg (Kaw).

125 B: 1. Eric Williams (Suz); 2. Cory Fuller (Yam); 3. Steve Sullivan (Yam); 4. Michael Scheel (Yam); 5. Michael Lankhaar (Yam).

125 C D-1: 1. Matthew Vernoy (Kaw); 2. Keith Ford (Kaw); 3. David Coffey (Kaw); 4. Kaz Wirkus (KTM); 5. Andy Smith (Yam).

125 C D-2: 1. Ty Lacey (Suz); 2. Ronnie Peterson (Kaw); 3. Thomas Marlin (Hon); 4. Tyson Blood (Suz); 5. Shawn Gilbert (Yam).

125 D D-1: 1. Brian Sullivan (Yam); 2. Andy Taylor (Hon); 3. Jeff Hoerler (Yam); 4. Will Stewart (Yam); 5. Ryan Villalon (Yam).

125 D D-2: 1. Chip Osborne (Kaw); 2. Blake Painter (Hon); 3. Brent Bauer (Hon); 4. Dylan Guyll (Hon); 5. Eric Nuttbrock (Yam).

250 A: 1. Lance Smail (Hsb); 2. Jason McCormick (Hon); 3. Dan Moore (Suz); 4. Terry Hamness (Yam); 5. Dustin Lenaburg (Kaw).

250 B: 1. Eric Williams (Suz); 2. Travis Murphy (Suz); 3. Tyler Kavaney (Yam); 4. Junior Vielle (Suz); 5. Ryan Sweet (Yam).

250 C D-1: 1. Matthew Vernoy (Kaw); 2. Rick Huffman (Kaw); 3. Mark Walsh (Kaw); 4. Don Perrie (Hon); 5. Boe Teasdale (Kaw).

250 C D-2: 1. Casey Carlson (Kaw); 2. Gerald Knifong (Yam); 3. Eric Ahlstrom (Suz); 4. Eric Bailey (Yam); 5. Vincent Kuni (Kaw).

250 D: 1. Ronald Brosey (Suz); 2. John McLaughlin (Hon); 3. Mark Schonberger (Suz); 4. Marcus Dahl (Kaw); 5. Randy Hindnon (Yam).

BTH B/C: 1. Steve Sullivan (Yam); 2. Ty Lacey (Suz); 3. Chad Brown (Yam); 4. Tom York (Yam); 5. Junior Vielle (Suz).

BTH D: 1. Ronald Brosey (Suz); 2. Andy Taylor (Hon); 3. Brian Green (Hon); 4. Dallas Puckett (Hon); 5. Will Stewart (Yam).

25+ B/C: 1. Terry Hamness (Yam); 2. Mike Hamness (Suz); 3. Jamie Richardson (Kaw); 4. Matt Larson (Suz); 5. Courtney Geerdts (Kaw).

25+ D: 1. Marcus Dahl (Kaw); 2. Dan Schooler (Kaw); 3. Andrew Allen (Yam); 4. John MacGugan (Yam); 5. Jeff Hendrickson (Yam).

30+ A: 1. Jim Anderson (Yam); 2. Mikel Larson (Yam); 3. Kenny Olsen (Yam); 4. Jay Jackson (Yam); 5. Jere Meeker (Kaw).

30+ B: 1. Scott Williams (Kaw); 2. Daniel Diesso (Suz); 3. Rick Huffman (Kaw); 4. David Taxel (Suz); 5. Patrick Dougherty (Suz).

30+ C: 1. Jason Rawlins (Kaw); 2. Philip Battaglia (Hon); 3. Tim Smith Sr. (Suz); 4. Dave Didier (Yam); 5. Boe Teasdale (Yam).

40+ B: 1. Greg Rodgers (Kaw); 2. Lars Trulson (Yam); 3. Jerry Ebert (Kaw); 4. Tim Sullivan (Hbg); 5. Mark Ennis (Hon).

40+ C: 1. Allen Stafford (Suz); 2. Brian Bertsch (Hon); 3. Jerry Miller (Kaw); 4. Jeffrey Kissinger (KTM); 5. Michael Grimm (Suz).

40+ D: 1. Wesley Hitchcock (Hon); 2. Greg Reed (KTM); 3. Scott Stevens (Yam); 4. Frank Demarco (Hon); 5. David Nichols (Yam).

OPEN B/C: 1. Tom York (Yam); 2. Nick Foister (Yam); 3. Dan Villopoto (Yam); 4. Michael Smith (KTM); 5. Bryan Zessin (Hon).

OPEN D: 1. Jeffrey Kissinger (KTM); 2. Rob Chastain (Yam); 3. Greg Smith (Yam); 4. Scott Buschke (Hon); 5. John Ahles (Hon).

S/MINI: 1. Joey Mancuso (Hon); 2. Dale Ainslie (Yam); 3. Kiel Krogstadt (Kaw); 4. Tyler Fick (Kaw); 5. Kenny Lierman (Yam).

WMN B/C: 1. Traci Fleming (Yam); 2. Jenny Pray (Yam); 3. Lisa Carter (Hon); 4. Breeanna Versteeg (Hon); 5. Christina Riggs (Yam).

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Tue. 4/21	8pm est.	AMA Formula Xtreme - Laguna Seca	SPEEDVISION
Tue. 4/21	10pm est.	FIM Grand Prix 250 - Japan	SPEEDVISION
Fri. 4/24	9pm est.	AMA Supersport - Laguna Seca	SPEEDVISION
Fri. 4/24	10pm est.	FIM Grand Prix 125 - Japan	SPEEDVISION
Sat. 4/25	6pm local*	AMA Superbike #1 - Laguna Seca	FOX SPORTS NET
Sun. 4/26	5pm est.	AMA Superbike - Willow Springs	SPEEDVISION
Sun. 4/26	6pm local*	AMA 600 #2 - Willow Springs	FOX SPORTS NET

*Check your local listing for air time on your regional sports network

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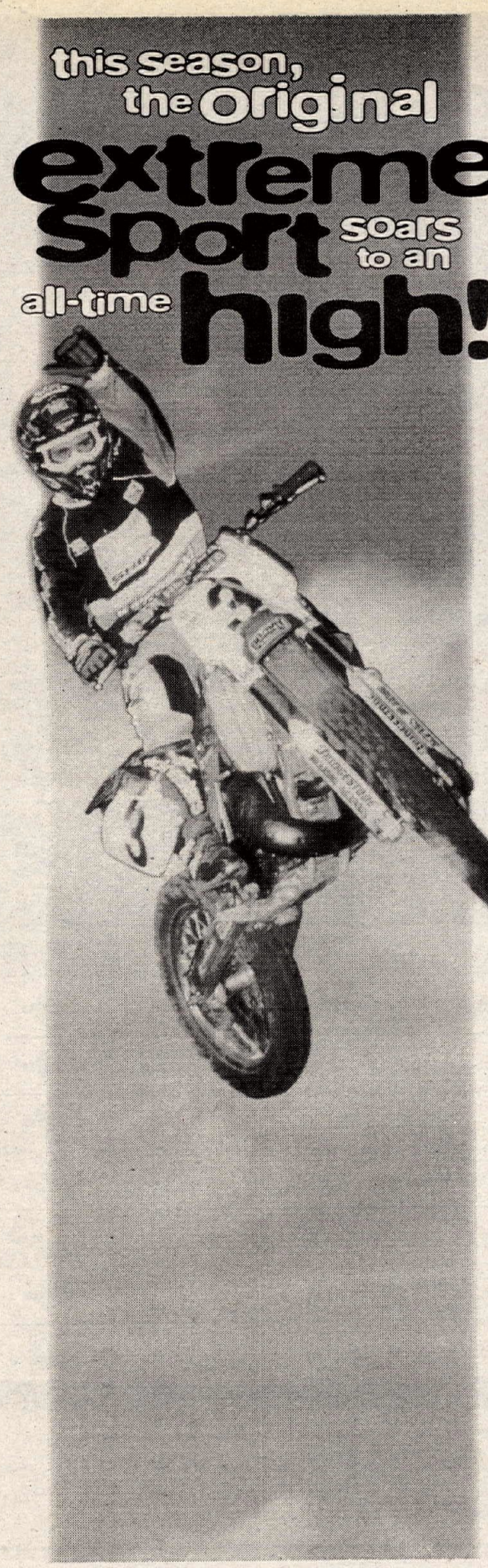

this season, the original extreme sport soars to an all-time high!

Catch the world's original extreme sport in all its high-flying, gravity-defying glory! See the planet's top riders pushed to the edge of their abilities by 75' jumps, 70 mph straight-aways, hairpin turns and whoop-de-doos, all jammed into a 3/4-mile man-made dirt track! It's all part of the 1998...

TOYOTA TRUCKS Presents

AMA Supercross Series

PARTS UNLIMITED thor

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1-900-PRO-RACE presents

Round 16 - Sat., May 2nd, - 7:30 P.M.

Sam Boyd Stadium - Las Vegas, FL
Gates Open 5:00 P.M.

Early entry begins at 12:30 P.M.

Tickets available at all Ticketmaster locations, the Thomas and Mack Center and local Yamaha dealers.
Charge by phone: (702) 474-4000

Tickets $25 and $35
All kids tickets $10

For tickets, call Ticketmaster or your local ticket seller, or check the Supercross web site at www.supercross.cyclenews.com.

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Around the beginning of 1997, the US Postal Service reclassified all publications into what they call "Periodicals" for the purposes of delivery speed.
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All Cycle News can do on our end is get the paper shipped immediately after each weekend's events, and into the mail system, which we do, every Tuesday morning, without fail (except on weeks with a Monday holiday, then we print Tuesday and ship your paper on Wednesday morning). After that, it's out of our hands, and you need to register your delivery complaint with the US Postal Service, not us.
We're as frustrated as you are, and until there's some better method (at a reasonable cost) to get your
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Cycle News' toll-free subscription hotline is 1-800-831-2220.

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or, call the US Postal Service toll-free consumer hotline - 24 hours a day, seven days a week - at
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Please keep your message brief, to the point, descriptive of your delivery problems,
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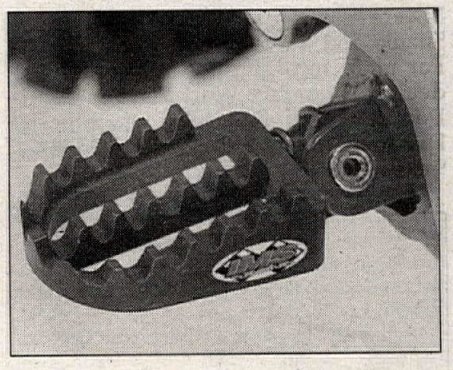
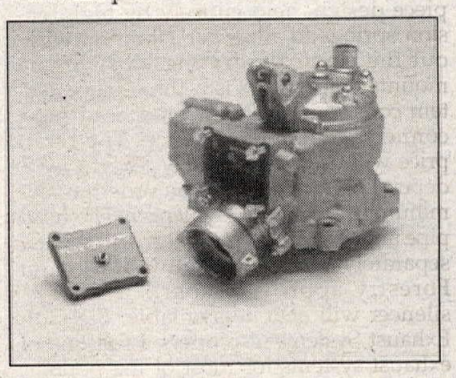
they can only pay attention and improve their service.

NEW PRODUCTS



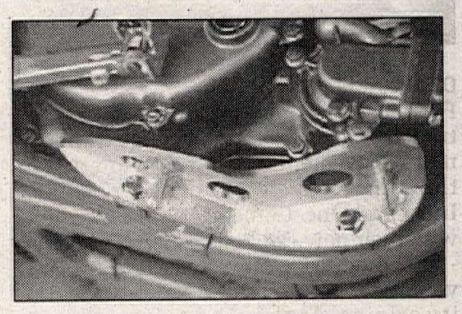
GO PRO

IMS Products introduces its new and improved **Pro Series Foot Pegs**. For years, the IMS Pro Series peg has been a proven choice of America's top supercross, motocross and off-road riders, providing a wider and more secure platform from which to operate. The new Pro Series Footpegs are cast stainless steel and are melanite-coated for better surface wear. They incorporate the new "parallel crossbar" design which increases overall strength and allows mud to fall through the pegs for increased rider grip. They are available for most major brands and retail for $9. For more information, see your local dealer or contact IMS Products, Dept. CN, 6240 Box Springs Blvd., Unit E, Riverside, CA 92507, orders 800/237-9906, 909/653-7720, fax 909/653-1060, www.imsproducts.com.



COVERS ARE COOL

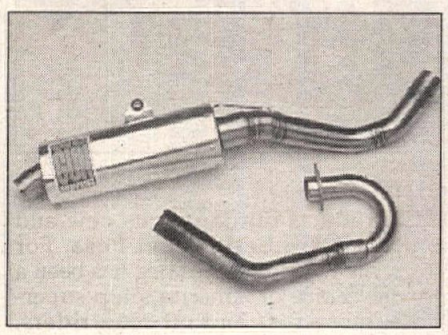
Pro Circuit has come out with an **Aluminum Power-Valve Cover** for the 1998 Kawasaki KX125. The cover replaces the stock plastic unit that can warp and let the elements in. The set screw in the center adjusts to keep the exhaust power valve from going past center and sticking in the open position, which results in a drastic lack of bottom-end power. For more information, see your local dealer or contact Pro Circuit, Dept. CN, 2771 Wardlow Rd., Corona, CA 91720, 909/738-8050, fax 909/738-8065, www.procircuit.com.



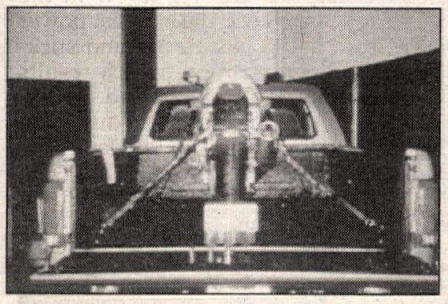
GO FACTORY

Works Connection has designed **Factory Case Guards** designed to protect the rear-brake pedal, water pump and clutch cover of your newer motocrosser. They are very good at keeping mud from "packing" and interfering with the rear-brake pedal. The guards are manufactured from aircraft-grade aluminum, are heli-arc welded for superior strength and the kit comes complete with all necessary hardware and frame tabs. All tabs weld to the outside of the frame, so no drilling of the frame is required. They are available for most 125-500cc

MXers from Honda, Kawasaki, KTM, Suzuki and Yamaha, and retail for $65. For more information, see your local dealer or contact Works Connection, Dept. CN, 6070 Enterprise Dr., Suite K, Diamond Springs, CA 95619, 530/642-9488, fax 530/642-2174.



BIG GUNS
Three-time AMA National Four-Stroke Champion Mike Young has just released his **Big Gun Exhaust Systems** pipe for the new **Yamaha YZ400F**. It is designed to deliver more and better power throughout the entire range of rpm through its exclusive stamped, tapered head pipe and the use of a motocross-type silencer rather than a traditional megaphone. This handmade prototype (shown), does not feature the durable nickel plating that will come standard on the production pipes. The YZ400F pipe also features Big Gun's unique three-piece design, held entirely by high-tension springs to allow for vibration without the clamps vibrating loose or the mounts cracking. It is a three-piece system consisting of the tapered head pipe, connector pipe and silence. The retail price will be approximately $395 to $495, depending on whether you order an aluminum or carbon-fiber silencer. The head pipe and rear section/silencer will be sold separately, and a Big Gun U.S. Dept. of Forestry-approved spark arrestor/silencer will also be available. Big Gun Exhaust Systems also offers a full line of exhaust systems for most of the popular four-strokes, including Husabergs. For more information, see your local dealer or contact Big Guns Exhaust Systems at 8628 Utica Ave., Suite 500, Dept. CN, Rancho Cucamonga, CA 91730, 909/948-7029, fax 909/948-7027.



DROP ANCHOR
For too long, pickup-truck and utility-trailer owners have needed a stronger, more convenient method of tying down their motorcycles and other items. **Intromark Inc.** thinks it has the solution with their new eye bolts called **Bed Bolts** - and they are even removable so that you can return the truck bed or trailer to its original look when you are done hauling. The eye bolts simply thread out of the mounting base when you are not using them. The five-piece unit includes a zinc-plated eye bolt with shoulder, bed bolt, flat washer, lock washer and hex nut to ensure proper and easy installation, and the unit installs almost flush with the surface to which it is mounted. It is available in two sizes, 3/8-inch and 1/2-inch, and retails for $16.99 per pair and $21.99 per pair, respectively. For more information, see your local dealer or contact Intromark Inc., Dept. CN, 217 Ninth St., Pittsburgh, PA 15222-3506, 800/851-6030 ext. 3914.

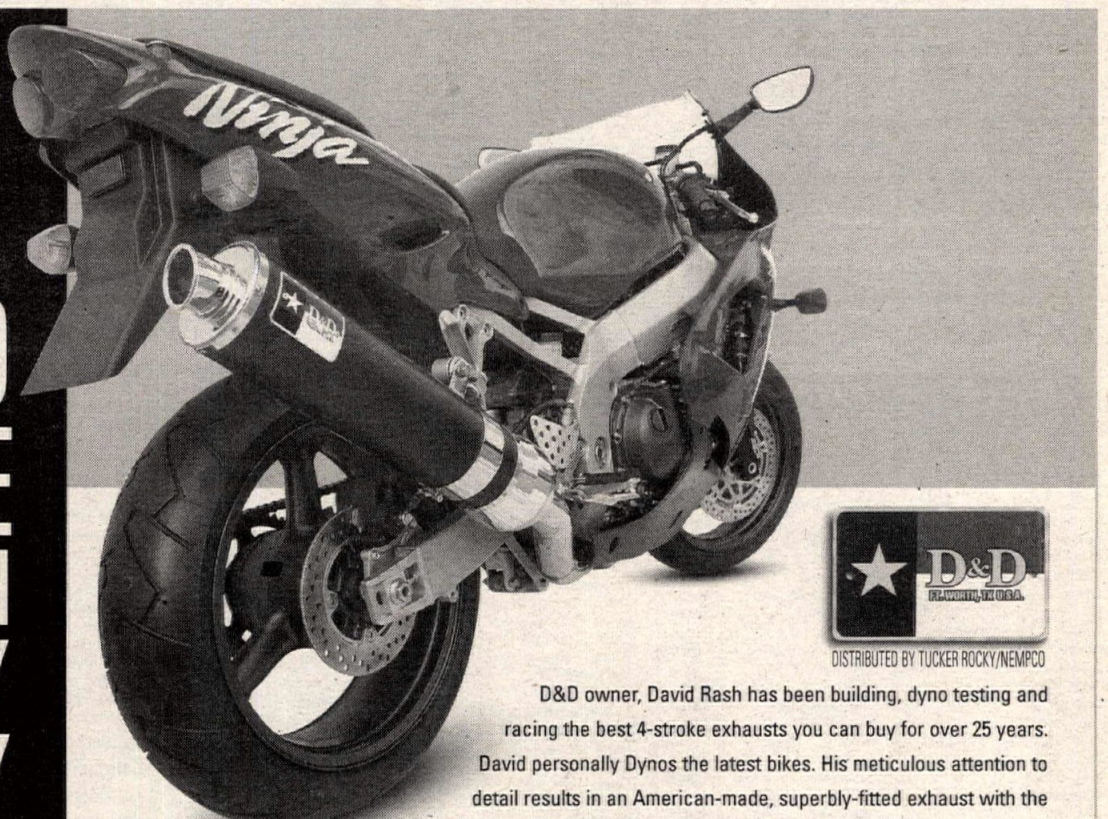
HERE'S SOMETHING you should NEVER Ride On.

Alcohol and motorcycling are a potentially lethal combination. The same goes for drugs. Sooner or later, dulled senses are going to catch up with riders who think they're an exception – putting them and everyone on the road with them in jeopardy. Ride sober, or don't ride at all.

HONDA
Come ride with us.

PLAY IT SAFE, READ YOUR OWNER'S MANUAL. AND ALWAYS DRESS FOR THE RIDE. ©1994 American Honda Motor Co., Inc. (2/95)

D&D EXHAUST HAND MADE FRESH EVERY DAY



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FT. WORTH, TX U.S.A.

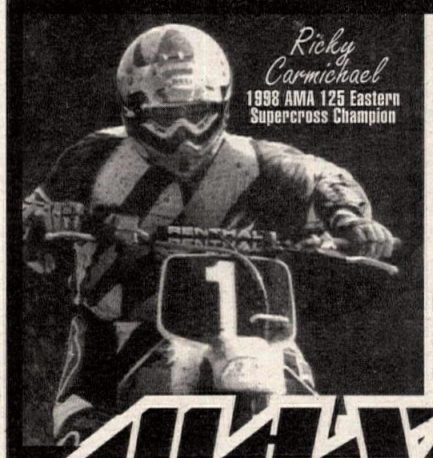
DISTRIBUTED BY TUCKER ROCKY/NEMPCO

D&D owner, David Rash has been building, dyno testing and racing the best 4-stroke exhausts you can buy for over 25 years. David personally Dynos the latest bikes. His meticulous attention to detail results in an American-made, superbly-fitted exhaust with the lightest weight and highest power increase of any system in the same price range. Just ask anyone who has raced with D&D pipes. Then ask your dealer to order a set for you. D&D has a great system to fit your bike.

Slip-ons to full systems. Aluminum, carbon fiber, ceramic and chrome available for the '98 ZX 900R and other popular sport models.

THANKS TO D&S KAWASAKI / HONDA, ARLINGTON TEXAS FOR THE ZX900R.

MAXIMA Wins!



Pontiac Supercross, April 4, 1998

CARMICHAEL TAXES 125 EAST. RECEIVES HUGE, EARLY RETURN.

This season Ricky "The Tax Man" Carmichael has levied some pretty heavy fines on the 125 Eastern Supercross field: seven straight victories and the 1998 AMA 125 Eastern Supercross title. RC's also given a whole new definition to IRS. (*"I Rule Supercross"*). Congratulations, Ricky!

Maxima Products are available at better dealers.

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RESULTS

Hare Scrambles
AMA National Hare Scrambles Series
Round 1
Hollister Hills SVRA
Hollister, CA
January 31-February 1
By Mark Kariya

P/W
Brad Patterson Hon
Peter C. Krunich KTM
Eric Poth Cob
Robert Dittmer Suz
Cody Jackson KTM
MINI
Evan Padgett Hon
Joseph Black Yam
Jeremy Kneisly Kaw
J.J. Alcantae Kaw
Nick Kneisly Kaw
AA
Brian Garrahan KTM
Doug Blackwell Yam
Patrick Garrahan KTM
Mike Lafferty KTM
Josh McLevy Hon
OPEN A
Matt Pursley
Adam Youren Hon
OPEN B
Greg Adkins Hon
David North KTM
Rich Kuehn Yam
OPEN C
Billy Russell KTM
Kirk Fetter Hon
Shawn O'Neal Yam
Kevin Brownfield Hon
Brian Caselden Hon
200 A
Luke McNeil Yam
Tony Rutter KTM
Robert C. Stultz KTM
Marc DeMarco KTM
200 B
John Denegri III Kaw
200 C
Doug Schmidt Hon
Aaron Youse Yam
Robert Fouts Hon
Cloyse Holland III Suz
Sascha Tittmar Hon
250 A
Eric Kohler Yam
Damien Gaiford Kaw
Rod Kreiss Suz
James Ptarcinski Hon
Brian Butler Hon
250 B
Kerry Edwards Hon
Craig Hill Hon
Bryan Southwood Yam
Brian Jelich Hon
Brian Toline Suz
250 C
Shaun Wilcox Hon
Kirk Cote Kaw
Mark Lema Hon
Jim Lewis Kaw
Robert Wells Hon
4-STRK A
Curt Wilcox Suz
Jason Howe Hon
4-STRK B
Russell K. Pereira Hon
Mark Maldonado Hon
Spencer Weinstein Hon
4-STRK C
Allan Zuckswert Kaw
Dustin Soldano CCM
Greg Lepesh Kaw
David Corbari Hon
Jeff Eisenbaum Suz
VET A
Race Horton KTM
Pete J. Krunich Hon
Kevin Yarnell Hon
John Mason Yam
Jay Faulkner KTM
VET B
Ben Gledhill Kaw
Joe Mullen Yam
Jack Roberts Hon
Bill Jarvis Hon
Lendon Smith KTM
VET C
Gary Hoover Yam
Brian Pastrome Hon
Cliff Bagot Hon
Phil Venuti Hon
Greg Kaila Kaw
SR A
John Haaker Hon
Duane Scott Yam
Curt Kiser KTM
Ken Tomeo KTM
A.J. Divecchio
SR B
Mike Sterling Kaw
Rod McCollough Hon
David Wright KTM
Bruce Paulson KTM
Fred Stefani Kaw
SR C
Gary S. Remmen Suz
Philip Oliver Hon
Dave Smith Yam
Cory Narog Sr. Hon
James Lykins Hon
S/SR A
Fred Sumrall KTM
S/SR B
Bill Craig KTM
S/SR C
Joe Stancato Hon
F-100
James Ptarcinski Hon
Jim Reger Hon
GENTS C
Tomy Armada Hon
WMN
Danielle Garcia Yam
VINT
Michael Ervin

Hare Scrambles
Florida Trail Riders
Bunnell, FL
February 7-8

BEG 1
Paul Wiseman Kaw
Shane Kaelin Kaw
James Kutzler Suz
Richard Widerman Kaw
Bill Miller Hon
BEG 2
Dusty Garrett Hon
Ed Meyer Yam
Greg Marshall Yam
Roy Bass Hon
Thomas Morris Hon
MINI A
Brandon Coffey Kaw
Garrett Edmisten Yam
Shaun Skinner Hon
Keith Taylor Hon
Jared Southworth Kaw
MINI B
Bobby Artman Yam
Brad Meeks Hon
Jason Cook Hon
Jake Jeffers Hon
MINI C
Jason Croley Suz
April Hodges Kaw
Blake Hodge Hon
Larry Riedel Suz
Keith Fileger Kaw
MINI 60
Kyle Meeks Kaw
Brandon Jackson Kaw
Samantha Brodereck Kaw
Brian Hatley Kaw
Robert Olson Yam
P/W A
Chris Hatley Lem
David Wyatt Act
P/W B
Dustin Freeman KTM
Scott Gawler Jr. KTM
Jacob Weinberg KTM
Matt Johnson Yam
P/W C
Eric Pena Yam
Josh Lloyd Yam
Jordan Hanger Lem
Mitchell Campbell Yam
Mikey Brantley Yam
AA
Bobby Moriarty Yam
Richard Kemman Yam
Joey Argentine Yam
Jonny Simpkins Kaw
Dustin Morgan Kaw
OPEN A
Mark Coffey Hon
Jeff Wingard KTM
Sonny Smith Hon
Michael Amedeo Kaw
OPEN B
Eric Ranalli KTM
Marty Coffey Hon
Scott Frystak Hon
Robert Cuevas Hon
Terry Enyart Hon
OPEN C
Mark Palmer KTM
Wayne Briske KTM
William Jost Kaw
Brian Voorhees Hon
Ken Wellman Hon
125 B
Carlos Rivera Suz
Janaka Branden Hon
Bill Jones Suz
Brad Norris Suz
Willard Michaud Yam
125 C
John Franklin Hon
Jim Yorlano Suz
Todd Rosen Suz
Mike Brantley Hon
Allen Ewing Kaw
200 A
Lee Daley Yam
Wade Evans Kaw
David Patterson Kaw
Greg Johnson Kaw
Mario Rivera Suz
200 B
Ed Ellsworth Kaw
200 C
Rene Pena Kaw
Chris Burton Yam
250 A
Paul Seburn KTM
Robby Robinson Kaw
Jason Langworthy Yam
Eric Berard Hon
Johnnie Grigsby Hon
250 B
Jeremy Eastman Kaw
David Denson Kaw
Dave Wagner Yam
Doug Willis Yam
Carl Brown Yam
250 C
Brett Vaughn Hon
Cito Field Kaw
Jason Garrett Hon
David Smith Hon
Wade Dellarco Yam
4-STRK A
Stephan Prevatt Hon
Craig Borders Hon
Robbie Brantley Suz
4-STRK B
Rusty Loverich Hon
Gary Crumbacker ATK
Mike Brantley Hon
4-STRK C
Mark Borders Hon
Brian Kester Yam
Marc Kinley Hon
Tim Hogan Hon
Frank Boydstun Kaw
WMN A
Jenni Lamb Kaw
Kathie Frank Kaw
Beth Rewis Yam
Deborah Broderick Suz
WMN B
Lori Craig Kaw
Laurie Brennan Yam
Brandy Girard Yam
Linda Rorrio Kaw
Jennifer Buxe Kaw
JR A
Michael Jones Suz
Maynard Patterson Kaw
David Settle Suz
JR B
Joey Emberton Hon
Scott Cook Kaw
Lee Brooks Hon
Matt Seidel Yam
Mike Mead Kaw
SR A
Scott Gawler KTM
Scott Sears Yam
Larry Arrington Yam
Tim Pangburn Hon
B.C. Drymon Hon
SR B
Billy Moody Kaw
Scott Baldwin Suz
Pete Bertini Hon
Mike La Crone KTM
Kip Carroll Hon
SR C
Rick Long Kaw
David Wick Kaw
Randy Morgan Kaw
Daniel Graziano Kaw
Phil Johnson Kaw
S/SR A
David Johnson Yam
Jimmy Hodges Yam
Robert Edmisten Hon
Gary Rorstrom Hon
Cliff Golby KTM
S/SR B
Dwayne Emberton Yam
Richard Wetherald Hon
Jack Hall Jr. Hon
Rickey Wheeler Kaw
Alan Jackson Yam
S/SR C
John Green Hon
Steve Ness Hon
Alan Nelson Yam
Sam Mento KTM
Jeff Holland Yam
MSTR A
Bill Girard Yam
Emmett Cox Suz
Paul Buxe Kaw
MSTR B
Vaughn Spangler Yam
Robert Settle Suz
George Schmidt Hon
Charles Frisbie Kaw
Dale Nickeson Hon
MSTR C
Bill Garrett Hon
Jim Heisner Kaw
Fred Lassiter Hus
Tom Valley Kaw
GLDN MSTR
Chuck Argentine Hon
Buddy Gaillard Yam
Jack Jordan Hus
SUP VINT A
Chad Wherrell Hon
Tim Pangburn Kaw
David Johnson Hon
Bill Girard Kaw
Denny Lucier Hon
SUP VINT B
Ronnie Meeks Hon
Rick Long Hon
Steve Mitchum Yam
Jack Jordon KTM
Chris Dzamko Suz
VINT
Scott Sears Yam
Craig Borders Hon
Kevin Hodge Pen

Road Race
WERA Vintage Roadracing
Roebling Road Raceway
Pooler, GA
Febuary 27
By Dick Gruhn

VINT 1
Stanley Lipert Hon
Mike Mathews Hon
Harold Page Hon
Peter Ctew Hon
Steve Staser Hon
VINT 2
Mike Mathews Hon
Sean Dwyer Yam
Harold Page Hon
Henry Syphers Hon
Tim Courts BMW
VINT 3
Rick Soles Yam
Ed Salley Yam
Jesse Morris Tri
Thad Levandoski Kaw
Mark Mitchell BMW
VINT 4
Eric Mercer Yam
Ed Salley Yam
Mark Mitchell BMW
Rich Oldakowski Yam
Craig Charles Tri
VINT 5
John Berry Duc
Eric Mercer Yam
Stephen Foote Yam
Pete Luckett Yam
Robert Newby Yam
VINT 6
Stephen Foote Yam
Charles Huffstetter Yam
Dano Meisner
F-2-STRK
Dick Gruhn Kaw
Robert Newby Yam
Stephen Foote Yam
Pete Lucket Yam
Wes Garrick Yam
F-500
Mike Mathews Hon
Philip Busch Hon
Rick Soles Yam
Thad Levandoski Kaw
Sean Dwyer Yam
F-RD
Richard Lucas Yam
Dick Gruhn Yam
Paul Garland Yam
Carl Cox Yam
L/W CLSSC
Lawrence Somma Duc
George DeCamp Hon
David Tatlock Duc
Julian Poczatek Hon
Chris Kelleher Duc
M/W CLSSC
Greg Nichols Duc
Joe Taylor Duc
Lawrence Somma Duc
Bill Murar Yam
Chris Kelleher Duc
H/W CLSSC
Greg Nichols Duc
Tim Courts BMW
Ted Hubbard BSA
David Rutherford BSA
William Royce Eaton Tri
50+
Jesse Morris Tri
Eric Mercer Yam
Sean Dwyer Yam
Mark Mitchell BMW
Henry Syphers Hon

Road Race
WERA Road Racing
Road Atlanta
Braselton, GA
March 14-15

F-1 NOV
A.J. Cates
Michael McGhee
Thomas Jenson
Rick Carlisle
David Moser
F-1 EX
Jonathan Bolton
Bud Lawter
Lee Acree
Stacey Young
Ray Hickman
F-2 NOV
Andreas Schmidt
Jep Palmour
Shane Shirley
Josh Stamey
Jason DiSalvo
F-2 EX
Lee Acree
David Boosales
Michael Trautner
Allen Burnham
Daren Wolfe
S/STK A EX
Timothy Bemisderfer
Scott Brown
Curry Justice
Luke Yarbrough
Jaime Lane
S/STK B EX
Brian Gibbs
Billy Eisenacher
Timothy Bemisderfer
Luke Yarbrough
Curry Justice
S/STK C EX
Brian Lantz
Chris Caylor
Billy Eisenacher
Brian Stokes
Byron Barbour
S/BK B NOV
A.J. Crates
Rich Conicelli
Chuck Rucker
Rick Carlisle
Charles Gainey Jr.
S/BK B EX
David Yaakov
William Mrklas
John Van Buren
Jose Datis Jr.
Stephen Hinson
S/BK C NOV
Rich Conicelli
Frederick Farzanegan
Rob Uecker
Scott Woodfin
Colin Crichton
S/BK C EX
Brian Lantz
Chris Caylor
Billy Eisenacher
Brian Stokes
Keith Wilson
S/BK D NOV
Jep Palmour
Jim Conley Jr.
Jason Trimarchi
Scott Jones
Scott Spence
S/BK D EX
Michael Trautner
Allen Burnham
Stephen Law
Paul Wernle
Richard Bair
PROD B NOV
Frederic Farzanegan
Brian Watkins
Scott Gardner
Michael McGhee
Rob Uecker
PROD C NOV
Frederick Farzanegan
Scott Gardner
Brian Honeycutt
Rob Uecker
Matt Girton
L/W TW NOV
Timothy Slater
Josh Stamey
Eric Mercer
Scott Spence
Jamie Hallman
L/W TW EX
Stephen Law
Chris Pyles
Chuck Gault
Mark Schmitt
Rick Butler
H/W TW NOV
Cary Lurie
Larry Steeley
Mike Kinzer
Scott Spence
Mike Harris
H/W TW EX
Michael Hausknecht
Stephen Law
Philippe Kostezer
Chuck Gault
James Creswell
125 GP
Chris Pyles
Shane Shirley
Timothy Slater
Patrick Chandler
Josh Stamey
CLBMN NOV
Eric Mercer
Jason Trimarchi
Marty Marett
Michael Lighton
Laszlo Szerenyi
CLBMN EX
Frank Stroman
Jamie Miller
Avery Clark
Mike Schmitt
Rick Butler
L/W SOLO NOV
Shane Shirley
Jep Palmour
Josh Stamey
Eric Mercer
Rodney Keith
L/W SOLO EX
Allen Burnham
Michael Trautner
Paul Wernle Jr.
Chris Pyles
Jamie Miller
M/W SOLO NOV
Rich Conicelli
Brian Watkins
Colin Crichton
Frederick Farzanegan
Chuck Rucker
M/W SOLO EX
Leo Acree
David Yaakov
S. Allen Reins
Brian Stokes
Chris Caylor

Motocross
Galion Sunset Ramblers
Galion, OH
February 15
By Barbara Yontz

50
Steve Hahn Kaw
Brandon Price KTM
60
Craig Thomas Kaw
Tyler Mosier Kaw
MINI JR
Tim Hollenbeck Hon
Jared Grabiel Suz
Broc Miller Yam
Tyler Neel Suz
Brad Hahn Yam
MINI SR
Nicholas Mowry Kaw
Tracy Hahn Kaw
Zach Campbell Yam
Clinton Hoffman Hon
125
Joey Ballinger Hon
Jimilie Fox Hon
Rich Jubak Hon
Jake Morningstar Yam
Tim Hollenbeck Hon
200
Greg Moore Kaw
Kevin Jones Kaw
250 2-STRK B
Doug Shepherd Hon
Mike Procker Hon
Todd Sheaffer Suz
Bart Anatra Hon
John Wilcox Hon
250 4-STRK B
Shane Vaughn Hon
Steve Clements Hon
Jon Fetter Hon
Ed Dwyer Hon
Aaron Hanlon Hon
250
Craig Clements Yam
Tony Ralston Hon
Brian Crist Suz
Jeff Swihart Suz
Kevin Price Hon
OPEN
Chuck Cotterill Hon
Troy Schlereth Hon
Chris Thomas Kaw
Bob Mormile KTM
250 OPEN B
Jeremy Utz Yam
Tim Easter Yam
Rodd Tusing Hon
Jeremy Pence Yam
Justin Stark Yam
SR
John Baum Yam
Al Chuppa Yam
Dean Kitts Suz
Ray Parker Kaw
Todd Jones Suz
O/A A
Chad Coon KTM
O/A B
Dave Hopper Hon

Motocross
T-N-T Raceway
Milan, TN
February 22
By Bonnie Burkeen

50
Cameron Jones Cob
Kelsey Hart Cob
85 JR
Ricky Hopkins Yam
Greg Lovins Yam
Charles Brooks Hon
Justin Garland Suz
Justin Gaithey Kaw
85 SR
Jamaal Bond Hon
Damon Prince Suz
Eric Klinkhammer Suz
Nathaniel Reynolds Hon
SCHBY
Clint Burkeen Suz
Kyle Dangler Yam
Justin Whatley Kaw
16-24
William Smallwood Yam
Shane Green Hon
BEG
James England Kaw
Darron Strickland Hon
Brad Ingle Hon
Jerry Blurton Yam
Shane Starling Yam
125 A
Trey Phillips Hon
Jason Perry Hon
Shane Fitzhugh Suz
125 B
Clint Burkeen Suz
Shane Hodges Hon
Justin Whatley Kaw
125 C
Kyle Dangler Yam
William Smallwood Yam
Shane Green Hon
Jamie Stavley Yam
Montrell Brooks Hon
250 A
Jason Perry Hon
Ed Comer Hon
250 B
Darrell Blankenship Kaw
Justin Brown Suz
250 C
Kyle Dangler Hon
William Smallwood Yam
Jeff Halsinger Hon
Norman Baker Hon
Don Rice Yam
25+
Trey Phillips Hon
Ronnie Ray Hon
30+
Ronnie Ray Hon
Bonnie Ray Hon
40+
Ronnie Ray Hon
Rex Tyler Kaw
50+
Gary Hendrix Kaw

Motocross
Galion Sunset Ramblers
Galion, OH
March 8
By Barbara Yontz

60
Craig Thomas Kaw
Tyler Mosier Kaw
MINI JR
Kevin Davis Hon
Heath Davis Hon
125
Tony DeVito Yam
Jared Young Hon
Aaron Wornstaff Hon
Justin McCartney Yam
Josh Hamilton Hon
200
Greg Moore Kaw
Jim Horvath KTM
John DeVito Kaw
Nick DeVito Kaw
Mitchel Davis Hon
250
Chuck Cotterill Hon
Brian Crist Suz
Jack Tuller KTM
Chuck Smith Hon
Pat Moro Hon
250 2-STRK B
Gerald Crowner Yam
250 4-STRK B
Jeff Houser Hon
Greg Akers Hon
Jon Fetter Hon
Troy Easter Suz
OPEN
Joseph Wahrer Hon
George Kutskel Hon
Marty Ramsey Hon
Alan Valko Hon
250 OPEN B
Zac Huff Yam
Clint Turner Yam
Tim Easter Yam
Jeremy Utz Yam
SR
Troy Schlereth Hon
Dave Kutskel Yam
Eddie Moore Suz
Dean Kitts Suz
Scot Selbee Hon
O/A A
Chad Coon KTM
O/A B
Doug Shepherd Hon

Motocross
SRAC Coyote Motosports
Colorado Springs, CO
February 8
By Stacy Jensen

50 NOV
Zach Larson Act
Anthony Griego Act
Alex SanFilippo Lem
P/W NOV
Cameron Phelan Kaw
Vincent Ramirez Kaw
Zachary Larson Kaw
Judd Larson Kaw
Will Gieson Kaw
P/W AM
Adam Harvey Kaw
Ike Jost Kaw
Shane DeScenzo Kaw
Trevor Monks Kaw
Gary Zwetzig Kaw
MINI AM
James Ruiz Suz
Cody Jensen Kaw
Brad Alarid Hon
Jeremy Hanson Yam
Travis Bannister Yam
MINI EX
Matthew Burris Kaw
Jeff Noriaga Hon
S/MINI
Brad Alarid Hon
Jeff Noriaga Hon
Matthew Burris Kaw
Chris Phelan Yam
Hank Kindell Kaw
125 NOV
David Mantielli Hon
Jason DeVore Hon
Justin Arndt Kaw
Greg Phillips Hon
Hal Strauss Yam
125 AM
Justin Riddle Hon
Adam Burris Yam
Graig Fulmer Yam
Ignocio Ruenoa Yam
Marc Henderson Yam
125 INT
Andrew Short Kaw
Mike Royer Yam
Josh Murphy Yam
Craig Hasto Yam
125 PRO
John Murray Yam
Bryan Sabbaugh Hon
250 NOV
Michael Levesque Yam
Dave Neumeister Suz
Mike Bassi Yam
Jerry Meerkets Kaw
Jason Groll Yam
250 AM
Brian Watt Hon
Don Thompson Yam
Dale Evans Suz
Clint Elleti Kaw
Rob Hale Yam
250 INT
Andrew Short Kaw
Mike Royer Yam
250 PRO
Mark Flesia Yam
Nicolas Travis Kaw
Andy Adams Yam
Michael DeScenzo Kaw
Anthony Lippis Kaw
OPEN NOV
Michael Levesque Yam
Mike Bassi Yam
Dave Neumeister Suz
Aaron Ojala Kaw
Michael Smith Yam
OPEN AM
Chris Doerler Suz
Jim Cole Yam
Brian Watts Hon
Craig Fullmer Yam
Mike Oliver Yam
OPEN PRO
Nicolas Travis Kaw
Nolan Martin Kaw
Brad Lackey Hon
Aaron Hill Yam
Devin Lackey Hon
VET NOV
Jerry Lisakowski Hon
Larry Jensen Kaw
Kevin French Hon
Len Larson Hon
Jeff Regan Yam
SR NOV
Mark Bicford Yam
Dave Aren Yam
Bruce Gorsh Suz
Mike Goodwin Hon
Bryan Johnson Yam
SR AM
Bob Stolper Hus
Richard Gallovich Hon
Shannon Hayes Suz
Mark Smith Hon
Darrel Walters Hon
SR EX
Bruce McGrew Kaw
Jeff George Yam
John Shaffer Kaw
Dale Evans Suz
Byron Wolf Yam
S/SR
John Beavers Hon
John Olmstead Yam
WMN NOV
Ashley Boham Hon
Amy Arnold Kaw
Kelly Spring Yam
Kathy Stolper Kaw
WMN AM
Brookie Renker Hon
Amy Rogers Yam
Cynthia Bennett KTM

Motocross
SRAC M&M Connections
Colorado Springs, CO
February 15
By Stacy Jensen

P/W NOV
Cameron Phelan Kaw
Zachary Larson Kaw
Will Gieson Kaw
Justin Osthoff Kaw
Judd Larson Kaw
P/W AM
Ike Jost Kaw
Adam Harvey Kaw
Justin Jobe Kaw
MINI NOV
Ike Jost Kaw
Ryan Conklin Hon
Michael Colcerin Yam
Seth Padilla Yam
Zach Wertz Hon
MINI AM
James Ruiz Suz
Chris Flesia Yam
Hank Kindell Kaw
Jeremy Wilson Yam
Travis Bannister Yam
MINI EX
Matthew Burris Kaw
Jeff Noriaga Hon
S/MINI
Chris Phelan Yam
Matthew Burris Kaw
Hank Kindell Kaw
Jeff Noriaga Hon
Brad Alarid Hon
125 NOV
David Mantielli Hon
Jason DeVore Hon
Justin Arndt Kaw
Cody Schilder Suz
Daniel Littlefield Yam
125 AM
Zac Dawson Hon
Cody Schwab Hon
Dusty Holman Kaw
Marc Henderson Yam
Ignocio Ruenoa Yam
125 INT
Andrew Short Kaw
Ryan Nelson Hon
125 PRO
Jared Carlson Kaw
Paul Lindsey Kaw
Travis Riley Kaw
Eric Landish Yam
John Murray Yam
250 NOV
Joey Hamilton Yam
Ben Jansma Yam
Bryan Leck Kaw
Jason Groll Yam
Mark Corbalcy Hon
250 AM
Jake Hogan Suz
Scott Hancey Hon
Corey Edmisten Hon
Robert Hale Yam
Shanon Marchbark Suz
250 INT
Mike Royer Yam
Andrew Short Kaw
250 PRO
Travis Riley Kaw
Jared Carlson Kaw
Paul Lindsey Kaw
Keith Campbell Kaw
Eric Landis Yam
OPEN NOV
Bryan Leck Kaw
Jason Groll Yam
Justin Arndt Kaw
Thomas Edgar Yam
Bill Porch Kaw
OPEN AM
Zac Dawson Hon
Adam Burris Yam
Kevin Thumbler Yam
Donnie fetters Kaw
Chris Doerler Suz
OPEN PRO
Travis Riley Kaw
Keith Campbell Kaw
John Merwin Kaw
Wayne Balliett Yam
Eric Landis Yam
VET NOV
Lyman Green III Hon
Kevin French Hon
Len Larson Hon
Daniel Littlefield Yam
Mike Graham Yam
VET AM
Leighton Title Hon
James Fisher Kaw
Dale Evans Suz

Randy Schumard Hon
Larry Jensen Kaw
VET PRO
Mark Flesia Yam
Greg Zitterrope
John Merwin Kaw
Keith Campbell Kaw
Boo Stichter Kaw
SR NOV
Tom Dillon Yam
Dave Olsen Yam
Bruce Gorski Suz
Mike Goodwin Hon
Mark Boyd Hon
SR AM
Mark Smith Hon
Bob Leppold Suz
Thomas Edgar Yam
Bill Ostoff Yam
Darrel Walters Hon
SR EX
Bruce Sass Yam
Shawn Smith Yam
Mike Kappleman Yam
Monty Don Kyle Yam
John Old Suz
S/SR
Edgar Perrition Hon
John Beavers Hon
WMN NOV
Amy Arnold Kaw
Ashley Boham Hon
WMN AM
Brookie Renker Hon

Motocross
SRAC Colorado Motorsports Productions
Aurora, CO
March 1
By Stacy Jensen

P/W NOV
Kyle Chors Kaw
Cameron Phelan Kaw
Michael Haight Kaw
Justin Osthoff Kaw
Donathan Quinn Kaw
P/W AM
Adam Harvey Kaw
Trevor Monks Kaw
Shane DeScenzo Kaw
Derik Brewster Kaw
MINI NOV
Bryan Weigel Suz
Seth Padilla Yam
Zach Wertz Hon
Nicholas Achey Suz
Ryan Morgan Hon
MINI AM
James Ruiz Suz
Adam Lhurs Suz
Brady Sharp Kaw
Hank Kindell Kaw
Brad Alarid Hon
MINI EX
Matt Whitmarsh Kaw
Matthew Burris Kaw
Brandon Hurtado Hon
Jeff Noriaga Hon
Cody Jensen Kaw
S/MINI
Matt Whitmarsh Kaw
Matthew Burris Kaw
Brandon Hurtado Hon
Hank Kindell Kaw
Jeff Noriaga Hon
125 NOV
Matthew Wood Yam
Dan Sekich Hon
Eric Johnson Yam
Jessie Martinez Hon
Ricky Nishida Hon
125 AM
Adam Burris Yam
Craig Fullmer Yam
Marc Henderson Yam
Mike Steed Kaw
125 INT
Mike Royer Yam
Andrew Short Kaw
Jeff Bone Kaw
Kyle Locke Yam
Ryan Nelson Hon
125 PRO
Chad Wollaston Yam
Jared Carlson Kaw
Travis Riley Kaw
Paul Lindsey Kaw
Josh Kellogg Yam
250 NOV
Mark Corbaley Hon
Shane DuPont Suz
Steve Gray Yam
Jason Groll Yam
Jason Gilmore Yam
250 AM
Robert Hale Yam
Trent Schield Suz
Don Thompson Yam
Corkey Steele Yam
Preston Bostrom Kaw
250 INT
Andrew Short Kaw
Erik Janssen Suz
250 PRO
Mark Flesia Yam
Chad Wollaston Yam
Travis Riley Kaw
Josh Kellogg Yam
Jared Carlson Kaw
OPEN NOV
Jason Groll Yam
Bryan Leck Kaw
Donald Stone KTM
Mark Kyle Yam
David Hovater Hon
OPEN AM
Adam Burris Yam
Trent Schield Suz

Craig Fulmer Yam
Chris Morgan Hon
Josh Lehnherr Hon
OPEN INT
Erik Janssen Suz
OPEN PRO
Derek Brown Hon
Keith Campbell Kaw
John Merwin Kaw
Wayne Balliett Yam
Nicolas Travis Kaw
VET NOV
Kevin French Hon
Jeff Regan Yam
Blake Madder Hon
Mike Graham Yam
Tom Dillon Yam
VET AM
James Fisher Kaw
Todd Heesen Kaw
Mike Burke Yam
Greg McBrazie Hus
Bob Ashleigh Kaw
SR NOV
Bruce Gorski Suz
Mike Goodwin Hon
Brian Harger Hon
Tom Walz Kaw
Mark Boyd Hon
SR AM
David Hovater Hon
Scott Kennett Hon
Doug Hardin Yam
Brent Bean Yam
Terry Frydendall Yam
SR EX
Shawn Smith Yam
Bruce Sass Yam
Monty Don Kyle Yam
Mike Kappleman Yam
Bill Nolan Yam
S/SR
John Beavers Hon
WMN NOV
Ashley Boham Hon
Amy Arnold Kaw
Rhonda Linkus Hon
WMN AM
Brookie Renker Hon
Kim Nebbia Yam
Tricia May Suz
Cheryl Place Yam
Cynthia Bennett KTM

Enduro
Alligator Enduro
Daytona Beach, FL
March 5

O/A
Mike Lafferty KTM
Guy Cooper KTM
Frank Ramey KTM
Ty Davis Yam
Alan Gravitt KTM
H-PT AA
Mike Lafferty
H-PT A 200
Guy Cooper
H-PT B 250
T. Holloway
AA
Frank Ramey
Ty Davis
Allen Gravitt
A 0-200
Tom Veator
Joe Ambrosini
Derek Carpenter
S. Klampth
A 201-250
David Masencup
Alan Randt
Don Broxley
Gene Onail
Brian Niehaus
A 251-OPEN
Bradley Sells
Michael Hines
Tom Folkl
Dean Spencer
A 4-STRK
Andy Barkley
Geoff Poole
C. Underwood
Stan Perkins
A VET (35-40)
Terry Cunningham
Arty Spencer
Dave Bragg
Johnny Smokins
A SR (40-45)
Robert Neeley
Kevin Monohan
David Crain
John Blythe
A S/SR (45-50)
Dick Burleson
John Kirby
Mike Reynolds
Randall
A MSTR (50+)
Lloyd Widener
Ron Miller
Don Tarasher
Rick Trader
B 0-200
Drew Carpenter
Doug Douchette
Ryan Barrett
B 201-250
Don Brewer
Johnny Campbell
Weber
Mark Honaker
Carlos Morales
B 251-OPEN
Rouland
John Carlfer
David McAdams
Jim McCue
B 4-STRK
Robert Swenson

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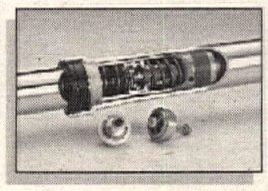
- Gold Valve Cartridge Emulator Theory & Installation



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Paul Cihalar
Dean Mayke
Charles Wertz
B VET (35-40)
Wilson Cagle
Richard Morasito
Mike Cullen
Stanley Gantt
B SR (40-45)
Claude Leonard
Tom Saunders
Tom Russell
Paul Scanlin
B S/SR (45-50)
Duke Finch
David Thorp
Earl Moats
B MSTR (50+)
Richard Smith
Ken Royster
Jim Talfbaca
Ted Grabowski
GLDN MSTR (58+)
Joe Haley
Farrell Lord
Chuck Argentine
Paul Richardson
WMN
Elaine Nobles
Heidi Landon
C 125
Aaron Wegner
James Yorland
Josh Elliott
C 0-200
Dave Smith
Matthew Gilland
Terry Yiengst
James Dolan
C 201-250
Dean Staley
Norb Rodriguez
W. Morales
Tony Newman
D. Edwards
C 251-OPEN
Scott Horrinston
Mark Benson
Trevor Davies
C 4-STRK
Nik Johnson
Curtis Poole
Creed Hastle
Bryan Kennedy
Jim Hooper
C VET (35-40)
Frank Erickson
Mal Smith
Tim Huskey
J.D. Hammock
C SR (40-45)
Danny Burkhalter
Sam Mento
Kirk Lynch
Gerald Gresham
C S/SR (45-50)
Doug Cochran
Kenny Hardee
Paul Pivec
C MSTR
Buddy Gaillard
Ed Wiest
Jim Lindeman
D/SPT
Bob Lee
VINT
Randy Conkling
CLSSC
Stacy Clark
Chuck Millen
Kevin Hodge
PREM
Clyde Brown
Vec Hajos
Larue E. Hart

Motocross
AMA Amateur
Motocross
Bluegrass Motocross
Clay City, KY
March 21
By Chris Ellis

50 (4-6) AM STK 1
Bubba Crosby Cob
50 (7-8) AM STK 2
Steven Squire Cob
Brannon McCoin Cob
Amanda Rassiga Cob
Tyler Bright Cob
Kenny Henry Cob
60 STK (7-9)
Kenny Henry Kaw
Tim Pendergrass Kaw
60 STK (10-11)
Kyle Preston Kaw
Matthew Goerke Kaw
Daniel D. Willman Kaw
Steven Kyle Clark Kaw
80 STK (7-11)
Kyle Preston Yam
Matthew Goerke Yam
Chad Helton Suz
Alex Rassiga Kaw
Timothy Hollenbeck Hon
80 STK (12-13)
Derrick Dunaway Kaw
Ryan Pawley Kaw
Douglas C. Cossey Hon
Brandon Durbeck Kaw
Chad Chaney Yam
80 STK (14-15)
Justin Jones Yam
Jason L. Jones Kaw
Robbie H. Gray Yam
S/MINI 105 (12-15)
Jacob L. Karnes Hon
125 A
Jason K. Peres Suz
125 B STK
Ryan W. Tow Kaw
Justin Keninath Suz
125 C STK
Lance E. Cossey Hon
Chris Colegrove Yam
Kelley Massey Yam
Jason Higginbotham Hon
Tommy Roberts Kaw
125 STK (12-15)
Lance E. Cossey Hon
250 OPEN A
Ricky Alton Kaw
Jason Schmidt Yam
J. Allen Reas Suz
250 OPEN B STK
Matthew Shultz Kaw
Nick J. Nuttle Yam
Jim Owens Kaw
Noah Karnes Hon
Daniel Graham Kaw
WMN
Jennifer Shultz Kaw

Motocross
AMA Amateur
Motocross
Bluegrass Motocross
Clay City, KY
March 22
By Chris Ellis

80 MOD (9-13)
Derrick Dunaway Kaw
Kyle Preston Yam
Bradley Bernier Kaw
Timothy Hollenbeck Hon
Brandon Durbeck Kaw
80 MOD (14-15)
Justin Jones Yam
Jason L. Jones Kaw
Robbie H. Gray Yam
S/MINI 105 (12-15)
Matthew Withrow Hon
Jacob L. Karnes Kaw
Todd Bournes Kaw
Douglas C. Cossey Hon
Ryan Pawley Kaw
125 A/PRO SPT
Jimmy R. Wilson Suz
Jason K. Peres Suz
125 B MOD
J.C. Cravens Yam
Ryan W. Tow Kaw
John Kinnemeyer Suz
Joseph L. Lemaster Yam
Jon Witherspoon Kaw
125 MOD (12-15)
Lance E. Cossey Hon
Nicholas K. Wolfe KTM
Matthew R. Richey Kaw
Sam Pendergrass Hon
Jesse Brewer Kaw
250 OPEN A/PRO SPT
Jimmy R. Wilson Suz
Larry Gessner KTM
Ricky Alton Kaw
250 OPEN B MOD
J.C. Cravens Yam
Brian Johnson Suz
Tyler E. Henderson Suz
Paul E. Crowell Suz
Ryan W. Tow Kaw
250 OPEN C
Marty R. Sisk Kaw
Rodney Powell Kaw
Brian Wooldridge Suz
Anthony Carter Hon
Brad J. Hollander Kaw
4-STRK 0-650
James Drake Hon
25+
Larry Gessner KTM
Jason Schmidt Yam
Brian Wooldridge Suz
VET A 30+
Larry Gessner KTM
Jeff Steinrock Kaw
James Drake Hon
Willis Grooms Suz
VET B 30+
Lee Willingham Suz
Anthony Carter Hon
Brian Shasckelford Kaw
Frank A. Rassiga Kaw
Richard A. Gilhart Hon
SR 40+
Scott Szeghi Hon
Jeff Steinrock Kaw
Ralph Zerbe III Hon
Frank S. Rassiga Kaw

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

World Championship Road Race Series

4/19	Shah Alam, Malaysia, Rnd 2
5/3	Jerez, Spain, Rnd 3
5/17	Mugello, Italy, Rnd 4
5/31	Paul Ricard, France, Rnd 5
6/14	Jarama, Madrid, Rnd 6
6/27	Assen, Holland, Rnd 7
7/5	Donington Park, Great Britain, Rnd 8
7/19	Sachsenring, Germany, Rnd 9
8/23	Brno, Czech Republic, Rnd 10
9/6	Imola, Italy, Rnd 11
9/20	Catalunya, Spain, Rnd 12
10/4	Phillip Island, Australia, Rnd 13
10/18	Nelson Piquet, Brazil, Rnd 14
10/25	Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series

5/10	Monza, Italy, Rnd 3
5/24	Albacete, Spain, Rnd 4
6/7	Nurburgring, Germany, Rnd 5
6/21	Misano, San Marino, Rnd 6
7/5	TBA, Rnd 7
7/12	Monterey, California, Rnd 8
8/2	Brands Hatch, England, Rnd 9
8/30	A-1 Ring, Austria, Rnd 10
9/6	Assen, Holland, Rnd 11
9/27	Sentul, Indonesia, Rnd 12
10/4	Sugo, Japan, Rnd 13
10/11	Shah Alam, Malaysia, Rnd 14

World Endurance Championship

4/19	Le Mans, France, Rnd 1
6/28	TBA, England, Rnd 2
7/12	Spa, Belgium, Rnd 3
7/26	Suzuka, Japan, Rnd 4
9/13	Le Castellet, France, Rnd 5

World Trial Championship

4/18-19	Hawkstone Park, England, Rnds 3, 4
4/25-26	San Marino, Rnds 5, 6
5/23-24	Nepomuk, Czech Republic, Rnds 7, 8
5/30-31	Kiefersfelden, Germany, Rnds 9, 10
6/20-21	Chaumont, Belgium, Rnds 11, 12
6/27-28	Virieu-le-Grand, France, Rnds 13, 14
7/4-5	Sant Julia, Andorra, Rnds 15, 16
8/8-9	Helsinki, Finland, Rnds 17, 18
8/15-16	Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations

9/20	Valmalenco, Italy

World 125cc Motocross Championship

4/19	Bellpuig, Spain, Rnd 3
5/17	Orehova Vas, Slovakia, Rnd 4
5/24	Donington Park, England, Rnd 5
6/7	Nismes, Belgium, Rnd 6
6/14	San Marino, Rnd 7
6/28	Montevarchi, Italy, Rnd 8
7/12	Launsdorf, Austria, Rnd 9
7/19	Oss, Holland, Rnd 10
8/9	Chateau-du-Loir, France, Rnd 11
8/23	Bielstein, Germany, Rnd 12

World 250cc Motocross Championship

4/19	Valkenswaard, Holland, Rnd 3
4/26	Villars-Ecot, France, Rnd 4
5/10	Leuven, Europe, Rnd 5
5/24	Donington Park, England, Rnd 6
6/7	Asti, Italy, Rnd 7
6/14	Jinin, Czech Republic, Rnd 8
6/28	Bandung, Indonesia, Rnd 9
7/19	Maracay, Venezuela, Rnd 10
7/26	Belo Horizonte, Brazil, Rnd 11
8/9	Teutschenthal, Germany, Rnd 12
8/16	Mol, Belgium, Rnd 13
8/30	Gdynia, Poland, Rnd 14
9/6	Roggenburg, Switzerland, Rnd 15
9/13	Megalopolis, Greece, Rnd 16

World 500cc Motocross Championship

4/19	Payerne, Switzerland, Rnd 2
4/26	Schwanenstadt, Austria, Rnd 3
5/10	Vasteras, Sweden, Rnd 4
5/17	Vantaa, Finland, Rnd 5
6/7	Osuna, Spain, Rnd 6
6/21	Loket, Czech Republic, Rnd 7
6/28	Sverepeck, Slovakia, Rnd 8
7/19	Ernee, France, Rnd 9
8/2	Namur, Belgium, Rnd 10
8/9	Rhenen, Holland, Rnd 11
8/30	Wachtersbach, Germany, Rnd 12

Motocross des Nations

9/27	Foxhill, England

World Individual Speedway Championship

5/15	Prague, Czech Republic, Rnd 1
6/5	Pocking, Germany, Rnd 2
6/19	Vojens, Denmark, Rnd 3
8/7	Bradford, England, Rnd 4
8/28	Linkoping, Sweden, Rnd 5
9/18	Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series

4/17-19	Monterey, CA, Rnd 3
4/24-26	Rosamond, CA, Rnd 4
5/1-3	Sonoma, CA, Rnd 5
5/29-31	Braselton, GA, Rnd 6
6/12-14	Elkhart Lake, WI, Rnd 7
6/19-21	Loudon, NH, Rnd 8
7/17-19	Lexington, OH, Rnd 9
7/31-8/2	Brainerd, MN, Rnd 10
8/7-9	Joliet, IL, Rnd 11
9/4-6	Fountain, CO, Rnd 12
10/2-4	Las Vegas, NV, Rnd 13

Info: 614/891-2425

AMA Supercross Series

4/18	Charlotte, NC, Rnd 14
4/25	Dallas, TX, Rnd 15
5/2	Las Vegas, NV, Rnd 16

AMA National MX Series

5/10	San Bernardino, CA, Rnd 1
5/17	Sacramento, CA, Rnd 2
5/24	Mount Morris, PA, Rnd 3
6/14	Southwick, MA, Rnd 5
6/21	Budds Creek, MD, Rnd 4
7/5	Buchanan, MI, Rnd 6
7/19	New Berlin, NY, Rnd 7
7/26	Troy, OH, Rnd 8
8/2	Washougal, WA, Rnd 9
8/16	Millville, MN, Rnd 10
8/30	Binghamton, NY, Rnd 11
9/6	Delmont, PA, Rnd 12

AMA National Hare Scrambles Series

4/19	Good Springs, PA, Rnd 4
7/19	Tillamook, OR, Rnd 5
9/13	Millfield, OH, Rnd 6
9/20	Park Hills, MO, Rnd 7
10/4	Lynnville, IN, Rnd 8
10/18	Tulsa, OK, Rnd 9

AMA National Hare and Hound Series

4/26	Lucerne, CA
9/12	Wells, NV
9/27	Yerington, NV
10/25	Lucerne Valley, CA

Info: 304/284-0084

AMA Grand National Cross Country Series

4/25-26	Clarksburg, WV
5/9-10	Elizabeth, WV
5/16-17	Brownsville, PA
6/6-7	Manahawkin, NJ
7/11-12	Boyers, PA
8/7-8	Cumberland, MD
9/12-13	Millfield, OH
9/26-27	Mount Morris, PA
10/10-11	Lisbon, OH
10/24-25	Crawfordsville, IN

Info: 304/284-0084

AMA National Championship Hillclimb Series

5/17	Middlebury, IN, Rnd 1
6/7	Jefferson, PA, Rnd 2
6/14	Steel City, PA, Rnd 3
6/21	Avoca, NY, Rnd 4
7/18	Nashville, IN, Rnd 5
7/25	Haydenville, OH, Rnd 6
8/2	Norton Shores, MI, Rnd 7
8/16	Dansville, NY, Rnd 8
9/13	Steel City, PA, Rnd 9
9/20	Middlebury, IN, Rnd 10
9/27	Jefferson, PA, Rnd 11
10/11	Oregonia, OH, Rnd 12

Info: 614/891-2425

AMA Grand National Championship Series

5/16	Harrington, DE, Rnd 2
5/24	Springfield, IL, Rnd 3
5/30	LaSalle, IL, Rnd 4
6/20	Mineralwells, WV, Rnd 5
6/27	Lima, OH, Rnd 6
7/4	TBA, Rnd 7
7/11	Du Quoin, IL, Rnd 8
7/18	Oklahoma City, OK, Rnd 9
7/25	Rossburg, OH, Rnd 10
8/2	Peoria, IL, Rnd 11
8/5	Rapid City, SD, Rnd 12
8/8	Joliet, IL, Rnd 13
8/15	Indianapolis, IN, Rnd 14
8/22	Hagerstown, MD, Rnd 15
8/29	Sedalia, MO, Rnd 16
9/6	Springfield, IL, Rnd 17
9/12	Shakopee, MN, Rnd 18
9/26	Sacramento, CA, Rnd 19
10/3	Las Vegas, NV, Rnd 20
10/11	Del Mar, CA, Rnd 21

Info: 614/891-2425

AMA Acerbis National Enduro Series

5/3	Wellston, OH
5/17	New Waverly, TX
5/24	McArthur, OH
6/7	Bellingham, WA
6/28	Akeley, MN
7/12	West Greenwich, RI
8/9	Divide, CO
8/23	Indian River, MI

Info: 614/891-2425

AMA/NATC National Championship Trials Series

4/18	Temecula, CA, Rnd 5
4/25	Washougal, WA, Rnd 6
4/26	Washougal, WA, Rnd 7
8/1	Duluth, MN, Rnd 8
8/2	Duluth, MN, Rnd 9
8/8	Flagstaff, AZ, Rnd 10
8/11	Flagstaff, AZ, Rnd 11

Info: 402/435-4146

AMA Western National Four-Stroke MX Series

4/18-19	Phoenix, AZ
5/23-24	Redding, CA
5/30-31	Anderson, CA
6/6-7	Salt Lake City, UT
6/27-28	Lakewood, CO,
7/11-12	Boise, ID
8/8-9	Albany, OR
8/23-24	Ward Creek, WA
9/5-6	Whitney, TX

Info: 530/365-1979

AMA West Coast Flat Track Series

5/9	Lodi, CA, Rnd 1
6/6	Perris, CA, Rnd 2
7/18	Bakersfield, CA, Rnd 3
8/22	Bakersfield, CA, Rnd 4

Info: 714/529-6054

AMA Prostar National Drag Racing Series

5/2-3	Columbus, OH, Rnd 2
5/30-31	Richmond, VA, Rnd 3
7/10-12	Joliet, IL, Rnd 4
8/14-16	Indianapolis, IN, Rnd 5
9/11-13	Atco, NJ, Rnd 6
10/10-11	Houston, TX, Rnd 7
11/20-22	Gainesville, FL, Rnd 8

Info: 205/852-1101

AMA Prostar Open Drag Racing Series

6/13	Bakersfield, CA, Rnd 2
8/30	Salt Lake City, UT, Rnd 3
10/17-18	Phoenix, AZ, Rnd 4

Info: 205/852-1101

AMA Pro-Am Dirt Track Series

4/26	Springfield, IL
5/3	Jerseyville, IL
5/31	Mendota, IL

Info: 815/539-9021

AMA Sound of Thunder Amateur Challenge Series

4/18	Phoenix, AZ
5/23	Redding, CA
5/30	Yakima, WA
6/6	Salt Lake City, UT
6/27	Denver, CO
7/11	Boise, ID
8/8	Albany, OR
8/23	Ward Creek, WA

Info: 530/365-1979

AMA U.S. Eastern Motocross Spring Series

4/26	Danville, VA
5/3	East Bend, NC
5/17	Reidsville, NC
5/24	Elizabeth City, NC
5/31	Dillwyn, VA

Info: 804/724-4392

Ballzee Aggressive Wear Grand Championship MX Series

6/7	Danville, VA
6/14	Dillwyn, VA
6/21	Sanford, NC
7/5	Axton, VA
7/12	East Bend, NC
7/19	Reidsville, NC
7/26	Danville, VA
8/9	Elizabeth City, NC
8/23	Danville, VA
9/19	Danville, VA

Info: 804/724-4392

WHITE BROTHERS PRESENTS

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EVENT INFORMATION

Sat April 25: 4-Stroke Practice 8am-Noon • Overnight Camping

Sun April 26: Gates Open 6am Race 9:15am

Sportsman $30/class-Pro $85 • Min 6 riders/class: Nov,Int,Pro,Vet

Classes: Mini to 150; 300; 450; Open; Vintage; Open Pro

$4500 Pro Purse (No Membership) • Info 909-880-3090

Glen Helen is located just North of San Bernardino

Take Palm/Kendall Offramp West off Interstate 215

Gate Fee $10 Adults • 6-12 $5 • Gates Close 10 PM Sat

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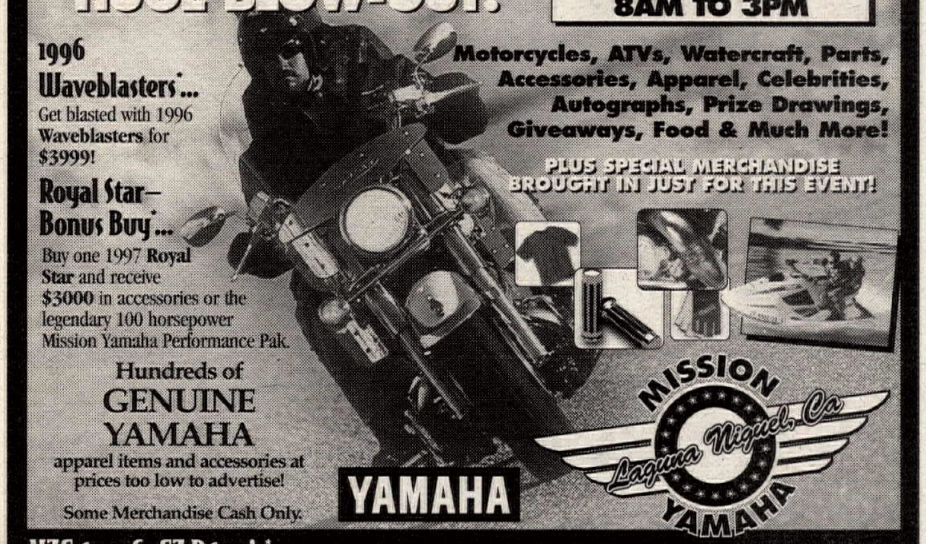

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Details: $110.00 Pre-Entry/Includes T-Shirt

$125.00 Post Entry

OTHG Participants must have two qualifying rides, Pros excluded.

OTHG Pro/OTMX Master A and Industry Pro Dash Classes will receive Pro Payback.

Support Classes available for all levels.

To receive Entry Forms contact the Over The Hill Gang at **714-680-8643**.

CYCLE NEWS

Because once a month is not enough!

DISTRICT 37 AMA COMPETITION

D-#37 Referee Michelle Cassella (909) 652-8915

Or For Race Info Only (909) 929-7665

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Apr 26	**Vikings M.C.** "Viking Voyage" 9:00am start; Two 40 mile loops; Camp Rock Rd., Lucerne Valley, CA; Info: 805-253-0440 or 909-880-3352	Nat'l Hare & Hound
May 2 & 3	**Shamrocks M.C.** SEMI PRO - Team Race (Sat.) Round 4; Los Angeles County Raceway, Palmdale, CA; Info: Ron 818-767-4594 or 818-951-4497	Grand Prix Series
May 9 & 10	**Badgers M.C.** Mothers Day Cop Out "Best of the West" Series; Hwy 395 & Trona Rd. Red Mountain, CA; Info: 805-250-3811 or 805-242-2712	Dual Euro Scrambles

CRC 1998 California Race Schedule

100% PRO PAYBACK

Sunday	Apr 19	CRC Tri Race Series MX	LACR
Sunday	Apr 26	CRC Dunestown Race Series MX	LACR
Saturday	May 2	D-37 Shamrock GP	LACR
Sunday	May 3	D-37 Shamrock GP	LACR

Saturday Practice Jan. 10 to May 30 • 9:00am to 2:00pm

CRC Info (805) 272-8889

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat. - May 9 AHRMA Regional Dirt Track Championship (1/4 mile oval) pre '74 vintage motorcycles, modern 500, modern unlimited & pro

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
4/26 Rockne, TX
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Altair, TX
11/8 San Antonio, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
4/26 Wytheville, VA
5/2-3 Blountville, TN
5/10 London, KY
6/6-7 Blountville, TN
7/4-5 Beckley, WV
7/10-11 Blountville, TN
7/19 Wytheville, VA
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
5/17 Forest City, NC
5/31 Iron Station, NC
6/27-28 Reidsville, NC
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
4/19 Clay City, KY
4/25-26 London, KY
5/9-10 London, KY
5/23-24 London, KY
6/6-7 Muddycreek, TN
7/5 London, KY
7/18 London, KY
8/15 Leitchfield, KY
8/22 London, KY
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
4/19 Aztec, NM
5/16-17 Mesa Verde, CO
6/21 Aztec, NM
7/12 Mesa Verde, CO
8/16 Mesa Verde, CO
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State Championship Series
5/3 Newaygo, MI
5/17 Buchanan, MI
6/6-7 North Branch, MI
6/20-21 Coldwater, MI
7/12 Stanton, MI
8/9 Millington, MI
8/16 Midland, MI
9/5-6 Coldwater, MI
9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA National Reliability Enduro Series
Western Region
5/30 Idaho City, ID
5/31 Idaho City, ID
6/6 Bellingham, WA
6/7 Bellingham, WA
Central Region
5/16 New Waverly, TX
5/17 New Waverly, TX
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN
Eastern Region
5/23 McArthur, OH
5/24 McArthur, OH
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN
Championship Finale
6/20-21 Hurricane Mills, TN
Info: 304/284-0084

AMA/District 36 Vintage Dirt Track Championship Series
4/18 Lodi, CA, Rnds 7, 8
4/25 Lodi, CA, Rnds 9, 10
5/2 Newman, CA, Rnd 11
5/9 Canceled
5/16 Newman, CA, Rnd 13
5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20 *
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track Championship Series
4/18 Lodi, CA, Rnds 7, 8
4/25 Lodi, CA, Rnds 9, 10
5/2 Newman, CA, Rnd 11
5/9 Canceled
5/16 Newman, CA, Rnd 13
5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
4/18 Navarro, CA, Rnd 2
4/25 Foresthill, CA, Rnd 3
5/3 Georgetown, CA, Rnd 4
5/17 Clear Creek, CA, Rnd 5
6/14 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 34 Family Motocross Series
4/19 Modena, NY
4/26 Claverack, NY
5/3 Monticello, NY
5/10 Walkill, NY
5/17 Claverack, NY
5/24 Modena, NY
5/31 Monticello, NY
6/7 Modena, NY
6/13 Monticello, NY
6/14 Monticello, NY
6/21 Modena, NY
6/28 Walkill, NY
7/5 Modena, NY
7/12 Modena, NY
7/19 Monticello, NY
7/26 Walkill, NY
8/2 Walkill, NY
8/9 Claverack, NY
8/16 Walkill, NY
8/23 Modena, NY
8/30 Monticello, NY
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
4/25 Foresthill, CA
5/16 Clear Creek, CA
5/31 Omo Ranch, CA
11/14 Foresthill, CA
11/22 Stonyford, CA
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
4/25-26 Cantil, CA
5/17 Mojave, CA
7/18-19 Sequoia National Forest, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
4/12 Santa Barbara, CA
5/2-3 Frazier Park, CA
6/6-7 Lake Isabella, CA
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
5/2-5/3 Palmdale, CA
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
4/19 Temecula, CA
6/13 Temecula, CA
7/18 Temecula, CA
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series
6/6 Dayton, OH
6/7 Peoria, IL
8/1 Peoria, IL
8/16 Spokane, WA
8/28 Greenville, OH
9/4 Castle Rock, WA
9/5 Castle Rock, WA
9/5 Springfield, IL
Info: 614/891-2425

AMA Pacific Northwest Championship Series
7/5 Washougal, WA
7/26 Trulson, WA
8/9 Mount View, WA
8/16 Ward Creek, WA
8/23 Washougal, WA
Info: 541/673-1671

AMA GFTL Semi-Pro Dirt Track Series
4/18 Danielsville, GA, Rnd 1
5/2-3 Danielsville, GA, Rnds 2, 3
5/23-24 Codak, TN, Rns 4, 5
6/20 Danielsville, GA, Rnd 6
7/25-26 TBA
8/22 Danielsville, GA, Rnd 9
9/26-27 Danielsville, GA, Rnds 10, 11
10/24-25 TBA
11/21 Danielsville, GA, Charity Race
Info: 770/962-7888 or 770/339-3997

Checkered Flag Dirt Track Series
4/25 Danielsville, GA, Rnd 1
5/9 Danielsville, GA, Rnd 2

6/6 Danielsville, GA, Rnd 3
7/4 Danielsville, GA, Rnd 4
8/8 Danielsville, GA, Rnd 5
9/12 Danielsville, GA, Rnd 6
10/10 Danielsville, GA, Rnd 7
11/7 Danielsville, GA, Rnd 8
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/Sound of Thunder Series
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
4/26 Sonoma, CA
5/16 Casey, IL
6/6 Elkhart Lake, WI
6/20 Grattan, MI
7/11 Lexington, OH
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
5/2 Rosamond, CA
5/2 Budds Creek, MD
5/16 Hanford, CA
5/24 Port Royal, PA
6/12 Cumberland, MD
7/9 Indianapolis, IN
7/10 Ashland, OH
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
4/25 Sonoma, CA
5/3 Rosamond, CA
5/10 Collins, MO
5/17 Casey, IL
6/7 Elkhart Lake, WI
6/21 Grattan, MI
7/12 Lexington, OH
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Roadrace Series
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Masters of the Midwest Roadrace Series
6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
Info: 715/842-9699

AHRMA Pacific Crown Roadrace Series
4/25-26 Sonoma, CA
5/2-3 Rosamond, CA
Info: 715/842-9699

AHRMA Midwest Regional MX Series
4/25-26 Wappela, IL
5/9 Collins, MO
7/25 Lamoni, IA
8/8 Logan, OH
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
4/19 Ridgedale, MO
5/10 Collins, MO
8/2 Cape Girardeau, MO
9/13 Marshfield, MO
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional Hare Scrambles Series
6/28 Plymouth, PA
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional MX Series
5/17 Berwick, PA
5/24 Mexico, NY
6/6-7 Lempster, NH
7/11 Budds Creek, MD
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series
4/26 Sonoma, CA
5/17 Fernley, NV
5/31 Phillipsville, CA
6/28 Eugene, OR
7/19 Carson City, NV
8/15 Soda Springs, CA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA Rocky Mountain Regional MX Series
5/3 Casper, WY
5/17 Berthoud, CO
6/14 Price, UT
7/26 Colorado Springs, CO
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/European Dirt Rocky Mountain Regional Trials Series
5/2 Casper, WY
5/16 Berthoud, CO
6/14 Price, UT
8/23 Johnstown, CO
9/27 Berthoud, CO
Info: 303/629-3069

AHRMA Southeast Dixie Series
6/14 Sales Creek, TN
6/28 Bremen, GA
7/5 Morganton, NC
8/23 Atlanta, GA
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
4/26 Bremen, GA
5/31 Sales Creek, TN
7/18 Bremen, GA
8/1 Budds Creek, MD
8/9 Woodbine, GA
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
4/26 Bremen, GA
7/25 Bremen, GA
8/23 Braselton, GA
10/3 Millersville, AL
10/17or18 Palmetto, GA
Info: 334/826-1969

AHRMA Southwest Regional MX Series
4/19 Lemon Grove, CA
5/31 Carlsbad, CA
6/21 Lemon Grove, CA
8/1 Perris, CA
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

AHRMA Western Regional Dirt Track Series
4/19 Temecula, CA
5/9 Tulare, CA
5/16 Hanford, CA
6/13 Chowchilla, CA
6/14 Lodi, CA
7/25 Quincy, CA
8/9 Hollister, CA
9/7 Lancaster, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/10 Del Mar, CA
10/24 Tulare, CA
Info: 818/992-5343

SERA Enduro Series
4/26 Clanton, AL
5/3 Wiggins, MS
5/17 Saucier, MS
5/31 Laurel, MS
6/14 Goodman, MS
8/9 Breezy Hill, LA
9/13 Rockford, AL
9/27 New Augusta, MS
10/11 Odenville, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
6/28 Lawrenceburg, TN
7/19 Rockford, AL
9/6 Fort Polk, LA
9/26 New Augusta, MS
10/TBA Wiggins, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/17 Maplesville, AL
2/7 Odenville, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
4/26 West Palm Beach, FL
5/25 West Palm Beach, FL
6/28 West Palm Beach, FL
7/4-5 Homestead, FL
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/27 West Palm Beach, FL
12/5-6 Homestead, FL
Southeast Region
5/23-24 Bloomingdale, GA
6/20-21 Talladega, AL
7/11-12 Bloomingdale, GA
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA
Mid-Atlantic Region
5/23-24 Bloomingdale, GA
5/30-31 Summit Point, WV
7/11-12 Summit Point, WV
8/29-30 Summit Point, WV
9/19-20 Braselton, GA
Northeast Region
4/18-19 Loudon, NH
5/2-3 Loudon, NH
6/13-14 Loudon, NH
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Midwest Region
4/11-12 Beloit, IL
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Great Plains Region
4/25-26 Mount Meridian, IN
5/8-10 Elkhart Lake, WI
5/23-24 Beloit, IL
6/27-28 Beloit, IL

STARWEST
ALL NEW MOTOCROSS TRACK LAYOUT
Spring Night Series
4-25 5-2 5-9 5-16 5-23
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Sun Apr 26-Lem Gr Spring Series Rd 4
Sun May 17, NMA Ponca City Qualifier
Sun June 7, NMA Ponca City Qualifier
Sat Night, June 13 GFI at Night Series
Sat & Sun, June 20 & 21 - Ministars '98
ENTRY FEES $25.00 Amateur $35.00 Pro
NO LIC OR MEMB REQUIRED
TRACK LOCATED 3 MILES EAST OFI-215 ON RAMONA EXPY PERRIS, CA
INFO: 909-943-4535 909-657-8845

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Qualifying 5:30pm
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Thur., April 16 MX Practice - 8am till dusk
Sat., April 18 MX Practice - 8am till 1pm & Rem MX
Sun., April 19 Six Hours of Glen Helen Team Endurance race
Thur., April 23 MX Practice - 8am till dusk
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CMC Racing - 714/367-1141
1998 Spring Classic MX Nationals
Apr 18th Riverfront Park, Marysville, CA - (No. Reg.)
Apr 26th Competition Park, San Jacinto, CA - (So. Reg.)
May 2nd Club Moto, Livermore, CA - (No. Reg.)
May 10th Argyll Park, Dixon, CA - (No. Reg.)
May 17th Badlands Raceway, Victorville, CA - (So. Reg.)
May 24th Hollister Hills, Hollister, CA - (No. Reg.)
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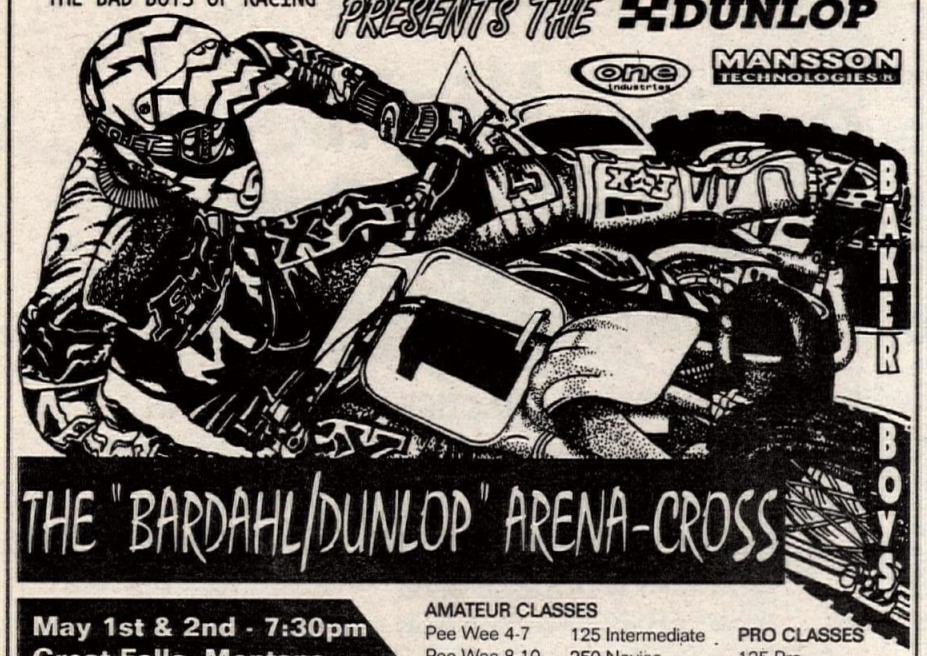

THE "BARDAHL/DUNLOP" ARENA-CROSS

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Great Falls, Montana
Four Seasons Arena

AMATEUR CLASSES
Pee Wee 4-7
Pee Wee 8-10
60cc to 85cc
125 Novice
125 Intermediate
250 Novice
250 Intermediate

PRO CLASSES
125 Pro
250 Pro

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GFI RACING

GFI Saturday Practice (8am till 1pm)	Apr. 18 & 25 - May 2, 9, &23
GFI North - South Showdown	April 26
GFI Wednesday Practice Season (3pm-dusk) begins	May 6
GFI Super Saturday MX	May 16
FMF Monday Memorial Day MX (Monday)	May 25
GFI Friday Night Practice (5pm-10pm)	May 29
GFI at Night Series Warm-up	May 30

All events at Perris Raceway
For more info. call GFI (909) 653-4042

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SAT 9AM - 2PM
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OTHER EVENTS IN ADDITION TO STARWEST SANCT BY NMA

SRA GP California Schedule
Members Non Members
April 19 SRA GP
Carlsbad Raceway, Carlsbad, CA
Info (714) 957-2985

CMA (209) 673-8080
Pacific Coast Pro-Am Championships
April 18&19 - Club Moto Livermore, CA
April 25&26* - Madera, CA
May 9&10* - Hollister, CA
Practice Sat. - Race Sun.

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Sat., Apr	18	GFI Saturday Practice (8am - 1pm)	Perris
Sat., Apr	25	GFI Saturday Practice (8am - 1pm)	Perris
Sun., Apr	26	GFI Cal. Winter Series - N./S. Showdown	Perris
Sat., May	2	GFI Saturday Practice (8am - 1pm)	Perris

*Action Goat, Kawasaki, Suzuki, and Yamaha Contingency

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region
1998 A.M.P./GFI Parts Unlimited - Yamaha of Modesto Spring Series
* Rain or Shine GFI Winter Series
April 19th - Rd.5 Hollister Hills GP Track, Hollister Ca
May 3rd - Rd.1 Carnegie Cycle Park, Livermore Ca
*Action Kawasaki, Suzuki, and Yamaha Contingency
Saturday Practice prior to each event 8am - 2pm

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN

Southwest Region
5/2-3 Chandler, AZ
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ

California Region
5/9-10 Buttonwillow, CA
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike
5/9-10 Elkhart Lake, WI
5/16-17 Watkins Glen, NY
7/4-5 Buttonwillow, CA
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WERA National Endurance Series
4/25 Millington, TN
5/16 Hampton, GA
6/13 Faulkville, GA
6/27 Clermont, IN
7/11 Grattan, MI
8/1 Summit Point, WV
8/22 Mount Meridian, IN
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA National Challenge Series
4/24-26 Millington, TN
5/15-17 Hampton, GA
6/13-14 Faulkville, GA
6/25-28 Clermont, IN
7/10-12 Grattan, MI
7/31-8/2 Summit Point, WV
8/22-23 Mount Meridian, IN
9/18-20 College Station, TX
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
4/18-19 Clermont, IN
4/18-19 College Station, TX*
4/25-26 Summit Point, WV
5/2-3 Talladega, AL
5/9-10 Grattan, MI
5/9-10 Henderson, TX
5/23-24 Mount Meridian, IN*
5/30-31 Garrettsville, OH
6/20-21 Summit Point, WV*
6/25-28 Indianapolis, IN*
7/4-5 Braselton, GA
7/18-19 Millington, TN
7/18-19 College Station, TX
7/25-26 Garrettsville, OH
8/8-9 Faulkville, GA
8/15-16 South Haven, MI
8/22-23 Talladega, AL
8/29-30 Hallet, OK
9/5-6 Garrettsville, OH*
9/12-13 Grattan, MI*
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
4/18-19 Clermont, IN
5/9-10 Grattan, MI
5/23-24 Mount Meridian, IN
5/30-31 Garrettsville, OH
6/25-28 Indianapolis, IN
7/18-19 Millington, TN
8/15-16 South Haven, MI
8/22-23 Mount Meridian, IN
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN

Northeast
4/18-19 Clermont, IN
4/25-26 Summit Point, WV
5/30-31 Garrettsville, OH
6/20-21 Summit Point, WV
6/25-28 Indianapolis, IN
7/25-26 Garrettsville, OH
8/8-9 Garrettsville, OH
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV

Mid-Central
5/2-3 Talladega, AL
5/23-24 Mount Meridian, IN
6/5-7 Hallet, OK
6/25-28 Indianapolis, IN
7/4-5 Braselton, GA
7/18-19 Millington, TN
8/8-9 Henderson, TX
8/22-23 Talladega, AL
8/29-30 Hallet, OK

South Central
4/18-19 College Station, TX
5/9-10 Henderson, TX
6/5-7 Hallet, OK
6/25-28 Indianapolis, IN
7/18-19 College Station, TX
8/8-9 Henderson, TX
8/29-30 Hallet, OK
9/18-20 College Station, TX

Southeast
5/2-3 Talladega, AL
5/15-17 Hampton, GA
6/13-14 Faulkville, GA
6/25-28 Indianapolis, IN
7/4-5 Braselton, GA
7/18-19 Millington, TN
8/8-9 Faulkville, GA
8/22-23 Talladega, AL
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA Championship Enduro Series
5/3 New Lisbon, NJ
5/17 Indian Mills, NJ
5/24 New Philadelphia, PA
6/14 Stanhope, NJ
6/28 Webb Mills, NY
7/12 West Greenwich, RI
7/19 Blain, PA
7/26 Crossforks, PA
8/16 Speedsville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
4/19 Good Springs, PA
4/26 St. Georges, DE
5/10 Woodland Twp., NJ
5/31 Belleplain, NJ
6/6-7 Manahawkin, NJ
6/21 Brandonville, PA
8/23 Stanhope, NJ
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
6/21 Belleplain, NJ
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
4/18-19 Grattan, MI
5/9-10 Indianapolis, IN
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis, IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA Road Racing Series
5/15-17 Fountain, CO
6/5-7 Mosport, Canada
7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage Road Race Series
5/2-3 Loudon, NH
5/30-31 Shannonville, Ontario, Canada
6/14 Belknap, NH
6/15 Loudon, NH
6/20 Loudon, NH
7/24-26 Shubenacadie, Nova Scotia, Canada
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
5/23-24 Reno, NV
6/20-21 Mammoth Mountain, CA
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Mammoth Motocross
6/25-28 Mammoth Lakes, CA
Info: 760/934-0642

Carlsbad Spring Motocross Series
4/18 Carlsbad, CA, Rnd 1
5/2 Carlsbad, CA, Rnd 2
5/9 Carlsbad, CA, Rnd 3
5/30 Carlsbad, CA, Rnd 4
6/13 Carlsbad, CA, Rnd 5
6/27 Carlsbad, CA, Rnd 6
7/11 Carlsbad, CA, Rnd 7
7/25 Carlsbad, CA, Rnd 8
Info: 888/550-MOTO or www.carlsbadmx.com

Starwest Spring Night MX Series
4/25 Moreno Valley, CA
5/2 Moreno Valley, CA
5/9 Moreno Valley, CA
5/16 Moreno Valley, CA
5/23 Moreno Valley, CA
Info: 909/943-4535 or 909/657-8845

Rocky Mountain Motocross Association
Spring Series
4/26 Erie, CO
5/3 Brush, CO
5/10 Colorado Springs, CO
5/23-24 Watkins, CO
6/14 Craig, CO

Summer Series
6/21 TBA
7/12 Craig, CO
7/26 Brush, CO
8/16 Watkins, CO
8/23 Erie, CO
9/6 Colorado Springs, CO
9/13 TBA
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
4/19 Pueblo, CO
5/3 Cheyenne, WY
5/31 Pueblo, CO
6/7 Cheyenne, CO
6/14 Colorado Springs, CO
6/21 Colorado Springs, CO
6/27-28 Watkins, CO
7/12 Berthoud, CO
7/26 Cheyenne, WY
8/2 Colorado Springs, CO
8/9 Berthoud, CO
8/22 TBA
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA

Supercross Series
4/26 Denver, CO
5/9 Greeley, CO
5/16 Grand Junction, CO
7/18 Colorado Springs, CO
8/16 Grand Junction, CO
8/29 TBA
Info: 303/988-7722

Wild West Motocross Series
4/25-26 Ogden, UT
5/16-17 Rock Springs, WY
5/23-24 Boise, ID
6/13-14 Elko, NV
7/4-5 Pocatello, ID
7/25-26 Rupert, ID
8/8-9 Pocatello, ID
9/5-6 Salt Lake City or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series
4/19 Sioux Falls, SD
6/7 Armstrong, IA
6/14 Fort Dodge, IA
6/21 Yankton, SD
6/28 Sioux City, IA
7/11 Truesdale, IA
7/18 Ida Grove, IA
7/26 I-90 Trimont, MN
8/2 Fort Dodge, IA
8/8 Truesdale, IA
8/23 I-90 Trimont, MN
8/30 Armstrong, IA
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series
4/26 Chandler Mountain, AL
5/2 Ironman, AL
5/9 Kilpatrick, AL
5/17 Chandler Mountain, AL
5/23 Kilpatrick, AL
9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State MX Championship Series
4/19 Reddick, FL, Rnd 6
4/26 Dade City, FL, Rnd 7
5/3 Ona, FL, Rnd 8
5/10 Reddick, FL, Rnd 9
5/24 Orlando, FL, Rnd 10
5/31 Ocala, FL, Rnd 11
6/7 Dade City, FL, Rnd 12
6/28 Ona, FL, Rnd 13
7/5 Orlando, FL, Rnd 14
7/12 Reddick, FL, Rnd 15
7/19 Dade City, FL, Rnd 16
7/26 Ona, FL, Rnd 17
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

KTMXA Motocross Series
4/26 Milan, TN
5/3 Apex Valley, KY
5/16 Draffenville, KY
5/24 Milan, TN
5/30 Atwood, TN
6/12 Murray, KY
7/4 Atwood, TN
7/18 Draffenville, KY
8/9 Apex Valley, KY
8/22 Atwood, TN
8/29 Paris, TN
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Arena X Championship Series
8/29 Paris, TN
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

GNC Texas MX Series
5/3 Arlington, TX
5/10 Waller, TX
5/31 Bastrop, TX
6/7 Arlington, TX
Info: 214/351-9900

New England State Motocross Championships
4/19 Southwick, MA
4/26 Middleboro, MA
5/3 Central Village, CT
5/10 Southwick, MA
5/17 Southwick, MA
5/24-25 Greene, ME
5/31 Middleboro, MA
6/7 Southwick, MA
6/14 Southwick, MA (National)
6/21 Central Village, CT
6/28 Middleboro, MA
7/4-5 Greene, ME
7/12 Middleboro, MA
7/26 Southwick, MA
8/2 Middleboro, MA
8/9 Central Village, CT
8/16 Southwick, MA
8/23 Middleboro, MA
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

MARS Motorcycle Asphalt Racing Series
5/15 Myrtle Beach, SC
9/18 Asheville, NC
10/17 Hampton, VA
Info: 803/626-7959

Northeast Pro Flat Track Series
5/9 Trois Riveries, Canada
6/19 Rochester, NH
6/26 Lebanon Valley, NY
7/10 Agawam, MA
7/24 Middletown, NY
7/25 Weedsport, NY
7/31 Quebec City, Canada
8/21 Agawam, MA
8/23 Stafford Springs, CT
Info: 978/874-1732

New England Dirt Track Series
5/9 East Lempster, NH
5/30 East Lempster, NH
6/13 Canaan, NH
6/27 East Lempster, NH
7/18 East Lempster, NH
8/1 Canaan, NH
8/15 East Lempster, NH
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

New England Trials Association
5/3 Meriden, CT
5/17 Exeter, RI
5/31 Chepachet, RI
6/14 Meriden, CT
6/28 Ossippee, NH
7/19 Meriden, CT
8/16 Cumberland, RI
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies Short Track Series
5/2 Sturgis, SD
5/16 Sturgis, SD
5/30 Sturgis, SD
6/13 Casper, WY
6/27 Sturgis, SD
7/11 Sturgis, SD
7/25 Sturgis, SD
8/3-4 Sturgis, SD
8/7-8 Sturgis, SD
8/29 Sturgis, SD
9/12 Sturgis, SD
Info: 605/347-6022 or http://gypsies.sturgis-rally.com

Jackpine Gypsies Motocross Series
5/3 Sturgis, SD
6/13 Casper, WY
7/12 Sturgis, SD
8/2 Sturgis, SD
8/30 Sturgis, SD
9/13 Sturgis, SD
Info: 605/347-6022 or http://gypsies.sturgis-rally.com

Jackpine Gypsies TT Race Series
5/31 Sturgis, SD
9/19 Sturgis, SD
Info: 605/347-6022 or http://gypsies.sturgis-rally.com

NETRA Championship Enduro Series
5/31 Freetown, PA
6/7 Wrentham, MA
6/14 Somers, CT
7/12 West Greenwich, RI
7/19 Oxford, MA
8/9 West Granville, MA
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
4/26 Modena, NY
5/3 Uxbridge, MA
5/17 Fishouse, NY
6/21 Thomaston, CT
6/28 Union, CT
7/5 Chelsea, VT
7/12 Windsor, MA
7/26 East Hampton, CT
8/2 West Unity, NH
8/23 Union, CT
8/30 Alton, NH
9/6 Uxbridge, MA
9/13 Hoosick, NY
9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
5/17 West Greenwich, RI
6/13-14 Loudon, NH
8/16 Porters Corner, NY
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
4/25 Brimfield, MA
5/16 Fishouse, NY
6/20 Thomaston, CT
6/27 Union, CT
7/4 Granville, MA
7/25 Southampton, MA
8/22 Union, CT
8/29 Alton, NH
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

MRA Suzuki Tri-State Challenge
5/3 Milan, MI
7/10 Milan, MI
7/11 Delta, OH
7/12 Delta, OH
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
6/14 Delta, OH
6/28 Delta, OH
7/26 Delta, OH
8/9 Delta, OH
8/23 Delta, OH
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Southeastern Trials Riders Association C'Ship Series
4/18 Cleveland, GA
5/2-3 Clinton, SC
5/23-24 Crossville, TN
6/6-7 TBA
6/20-21 Carrollton, KY
8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
5/16-17 Twinsburg, OH
6/20-21 Carrollton, KY
7/11-12 AMA Vintage Days (exhibition)
7/26 Lancaster, OH
8/16 Dayton, OH
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid East Hare Scramble Series
4/19 Morganton, NC
5/3 Hickory, NC
5/31 Greer, SC
6/14 Belwood, NC
8/16 Greer, SC
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NMA World Mini Grand Prix
4/15-19 Las Vegas, NV
Info: 562/868-8112 or 909/657-6782

NYS Grand Prix Championship Series
4/26 Colden, NY, Rnd 1
7/12 Colden, NY, Rnd 2
7/26 Langford, NY, Rnd 3
Info: 716/825-8720

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

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Racing on the Tube — April Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

4/11/98 1:00 PM	St. Louis, MO Supercross (R)	ESPN2	4/21/98 6:30 PM	MW2 Rev It Up	ESPN2
4/11/98 6:00 AM	MotoWorld (R)	ESPN2	4/21/98 8:00 PM	AMA Formula Extreme-Laguna Seca	Speed
4/12/98 12:30 AM	St. Louis, MO Supercross (R)	ESPN2	4/21/98 7:00 PM	Bike Week	Speed
4/12/98 10:00 AM	MotoWorld (R)	ESPN2	4/21/98 10:00 PM	FIM World GP 250-Japan	Speed
4/12/98 5:00 PM	FIM World Superbike-Donington Park	Fox	4/23/98 6:30 PM	MotoWorld	ESPN2
4/13/98 5:30 AM	MotoWorld (R)	ESPN2	4/24/98 9:00 PM	AMA 750cc Supersport-Laguna Seca	Speed
4/14/98 7:00 PM	Bike Week	Speed	4/24/98 10:00 PM	FIM World GP 125-Japan	Speed
4/14/98 9:00 PM	FIM World Superbike-Donington Park	Speed	4/25/98 6:00 PM	AMA Superbike-Laguna Seca	Fox
4/14/98 8:00 PM	Formula USA MCTV-Willow Springs	Speed	4/26/98 1:00 AM	MotoWorld (R)	ESPN2
4/14/98 8:30 PM	Formula USA MCTV-Willow Springs	Speed	4/26/98 5:00 PM	AMA Superbike-Willow Springs (Live)	Speed
4/16/98 6:30 PM	MotoWorld	ESPN2	4/26/98 5:00 PM	AMA 600 Supersport-Willow Springs	Fox
4/17/98 3:30 AM	St. Louis, MO Supercross (R)	ESPN2	4/27/98 5:30 AM	MW2 Rev It Up (R)	ESPN2
4/17/98 7:30 PM	Pontiac, MI Supercross	ESPN2	4/28/98 3:00 AM	MotoWorld (R)	ESPN2
4/18/98 4:30 PM	MotoWorld (R)	ESPN2	4/28/98 8:00 PM	AMA Formula Extreme-Willow Springs	Speed
4/19/98 5:00 PM	AMA Superbike-Laguna Seca (Live)	Speed	4/28/98 6:30 PM	American Thunder-Hollywood Bike Jam	Speed
4/19/98 2:00 PM	FIM World GP 500-Malaysia	Speed	4/28/98 7:00 PM	Bike Week	Speed
4/19/98 5:00 PM	AMA 600 Supersport-Laguna Seca	Fox	4/28/98 10:00 PM	FIM World Supersport-Donington Park	Speed
4/20/98 3:30 AM	MotoWorld (R)	ESPN2	4/30/98 6:30 PM	MotoWorld	ESPN2

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.*

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May 2 Ocean Spray/Penhall Cup (Speedway and Sidecars)
May 9 Mothers Day Mayhem! Mom's w/kids $5.00 (Speedway, Sidecars, P.W. 50's & Midgets)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

NMA Grand Nat'l MX Championships
7/28-8/1 Ponca City, OK
Info: 562/868-8112 or 909/657-6782

Branson USA MX Championships
10/2-3-4 Branson, MO
Info: 909/657-6834

La Playa Motocross Grand Prix Series
5/17 Rosarito, Baja California
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Thor/Parts Unlimited Northeast Classic MX Series
4/26 Englishtown, NJ
5/17 Broome-Tioga Sports Center, NY
5/31 Hurricane Hills Sports Center, PA
6/7 Unadilla Valley Sports Center, NY
7/26 Walden Playboys, NY
8/2 Powerline Park, NJ
Info: 717/222-9290

AMP Motocross Spring Series
4/19 Hollister, CA
4/26 Tracy , CA (Carnegie SVRA)
5/3 Tracy, CA (Carnegie SVRA)
5/10 Tracy, CA (Carnegie SVRA)
5/24 Turlock, CA (Oatfield)
5/31 Hollister, CA
6/7 Hollister, CA
Info: 209/656-9682

CMA Pacific Coast Pro Am MX Championship
4/18-19 Livermore, CA
4/25-26 Madera, CA
5/2-3 Hollister, CA
Info: 209/673-8080

CMA Little Okie Spring Series
4/18 Madera, CA
4/25 Madera, CA
5/2 Madera, CA
5/8 Madera, CA
5/15 Madera, CA
5/22 Madera, CA
5/29 Madera, CA
Info: 209/673-8080

CMA Valley Children's Race
6/13 Madera, CA
6/20 Madera, CA
6/27 Madera, CA
Info: 209/673-8080

CMA Little Okie Summer Series
7/10 Madera, CA
7/17 Madera, CA
7/24 Madera, CA
7/31 Madera, CA
8/7 Madera, CA
8/14 Madera, CA
8/21 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
5/9 Los Banos, CA
5/16 Los Banos, CA
5/23 Los Banos, CA
5/30 Los Banos, CA
6/6 Los Banos, CA
7/4 Los Banos, CA
7/11 Los Banos, CA
7/18 Los Banos, CA
7/25 Los Banos, CA
8/1 Los Banos, CA
8/8 Los Banos, CA
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

American Trials Association
4/18 Reed Valley, CA
4/19 Reed Valley, CA
5/17 Johnson Valley, CA
6/6-7 Big Bear, CA
Info: 714/562-7742

SETRA Championship Enduro Series
4/19 Cochran, GA, Rnd 15
4/16 Clanton, AL, Rnd 16
5/3 Olustee, FL, Rnd 17
5/17 Tarrytown, FL, Rnd 18
6/7 Hurricane Mills, TN, Rnd 19
Info: 706/327-4015

Rocky Mountain Enduro Circuit
4/19 Post, TX
5/3 Crawford, NE
5/17 Montrose, CO
5/24 Limon, CO
6/7 Buena Vista, CO
6/21 Upton, WY
7/19 Rand, CO
8/9 Divide, CO
8/23 Taos, NM
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
5/17 Flat River, MO
5/31 Collins, MO
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
4/19 Kalgary, TX
5/3 Nacogdoches, TX
5/16-17 New Waverly, TX
6/7 Blackwell, TX
8/9 Alexandria, LA
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma X-Country Series
4/19 Stillwater, OK
5/10 Stillwater, OK
5/24 Tulsa, OK
6/7 Rosedale, OK
6/21 Ellington, OK
8/23 Pooleville, OK
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
4/17-19 Monterey, CA
5/2-3 Willow Springs, CA
5/16-17 Willow Springs, CA
6/12-14 Elkhart Lake, WI
7/18-19 Willow Springs, CA
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
5/2 Orlando, FL
5/16 Orlando, FL
5/30 Orlando, FL
6/6 Orlando, FL
6/20 Orlando, FL
7/4 Orlando, FL
7/18 Orlando, FL
8/1 Orlando, FL
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

FTR Championship Series Hare Scrambles
4/18-19 Vero Beach, FL
6/6-7 Morriston, FL
Info: 407/668-9700

FTR Championship Enduro Series
5/3 Olustee, FL
5/17 Terrytown, FL
5/31 Daytona, FL
Info: 407/668-9700

FTR Motocross Series
4/26 Okeechobee, FL, Rnd 8
5/10 Bunnell, FL, Rnd 9
5/17 Hilliard, FL, Rnd 10
5/24 Dade City, FL, Rnd 11
Info: 407/668-9700

Missouri Hare Scrambles Championship Series
4/19 Steeleville, MO
4/26 Bolivar, MO
5/3 Westphalia, MO
6/7 Collins, MO
6/14 Cole Camp, MO
6/28 Park Hills, MO
7/12 Knobnoster, MO
7/19 Tebbetts, MO
8/2 Alton, MO
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
4/26 Tulsa, OK
5/31 Tulsa, OK
7/19 Oklahoma City, OK
7/25 Norton, KS
7/26 Tulsa, OK
8/30 Tulsa, OK
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

International Old-Timers Motocross Series
4/25-26 Marysville, CA
5/16-17 Mountain Home, ID
5/23-24 Edmonton, Canada
7/4-5 Bellingham, WA
7/25-26 Albany, OR
8/15-16 Truisons, WA
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
4/19 Reddick, FL
4/26 Dade City, FL
5/3 Ona, FL
5/10 Reddick, FL
5/24 Orlando, FL
5/31 Ocala, FL
6/7 Dade City, FL
6/28 Ona, FL
7/5 Orlando, FL
7/12 Reddick, FL
7/19 Dade City, FL
7/26 Ona, FL
8/16 Orlando, FL
8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

GFI Winter Series
North-South Showdown
4/26 Perris, CA
*Action, Kawasaki, Suzuki & Yamaha Contingency
Info: 909/653-4042 or 209/656-9682

CMRRA 50cc/125cc Championship Road Race Series
5/3 Riverside, CA
6/27-28 Rosamond, CA
7/26 Palomar, CA
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
4/18-19 Rosamond, CA, Rnd 4
5/16-17 Rosamond, CA, Rnd 5
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
4/18-19 Sacramento, CA
5/16-17 Sacramento, CA
6/20-21 Sacramento, CA
7/18-19 Sacramento, CA
8/14-16 Donner Ski.Ranch, CA
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

WML Motocross Series
5/9-10 San Bernardino, CA
6/27-28 Mammoth Mountain, CA
7/18-19 New Berlin, NY
8/1-2 Washougal, WA
8/3-9 Nashville, TN
8/29 Binghampton, NY
8/30 Binghampton, NY

Vintage Iron/Toyota Texas/AHRMA Spring MX Series
4/19 Dallas, TX
4/26 Park Tyler, TX
5/3 Highlands, TX
5/17 Lake Whitney, TX
6/14 Houston, TX
8/29 Tyler, TX
Info: 281/679-5764

CMC Spring Classic Motocross Nationals
South Region
4/26 San Jacinto, CA
5/17 Victorville, CA
5/31 San Jacinto, CA
North Region
5/2 Livermore, CA
5/10 Dixon, CA
5/24 Hollister, CA
5/30 Marysville, CA
6/6-7 Badlands Final Showdown
Info: 714/367-1141 or spcmcmx@aol.com

CMC West Coast Arenacross Challenge
TBA Las Vegas, NV
Info: 702/267-4392

Kansas Motocross Championships
5/3 Marion, KS
5/31 Hillsboro, KS
6/28 Inman, KS
8/9 Sterling, KS
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
4/19 Wichita, KS
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
4/26 Dillwyn, VA
5/3 Martinsville, VA
5/17 Surry, VA
5/31 Ivor, VA
6/7 Rural Retreat, VA
8/30 Danville, VA
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series
5/3 Marion, KS
5/17 Wichita, KS
5/31 Hillsboro, KS
6/7 Marion, KS
6/14 Sterling, KS
6/28 Inman, KS
7/12 Sterling, KS
7/18 Hillsboro, KS
7/19 Marion, KS
8/9 Sterling, KS
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State Championship Series
5/2 Wichita, KS
5/16 Wichita, KS
5/24 Great Bend, KS
6/7 Lyndon, KS
6/20 Wichita, KS
7/11 Wichita, KS
7/25 Concordia, KS
9/6 Great Bend, KS
9/20 Lyndon, KS
9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
5/2 Panaca, NV
6/13-14 Caliente, NV
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
4/17-18 Tonopah, NV, Rnd 1
6/26-28 Ely, NV, Rnd 2
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
7/10 Carson City, NV
7/18 Bishop, NV
7/24 Carson City, NV
8/1 Bishop, NV
8/14 Carson City, NV
8/22 Bishop, NV
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
5/9 Jericho, UT
5/23 Cherry Creek, UT
6/6-7 TBA
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
5/30-31 Price, UT
6/20-21 Salinas, UT
7/11-12 Cedar City, UT
8/1-2 Price, UT
8/22-23 Cedar City, UT
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
5/3 Mead, CO
5/15-17 Colorado Springs, CO
5/31 Mead, CO
6/14 Denver, CO
6/28 Pueblo, CO
7/12 Mead, CO
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
4/25-26 Williamsport, PA
5/2-3 Toronto, OH
7/18 Farrandsville, PA
8/8 Toronto, OH
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
4/26 Dalton, GA
5/17 Dalton, GA
5/24 Macon, GA
9/6 Dalton, GA
9/20 Breman, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Breman, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
4/26 Plaster City, CA
5/10 Los Sahuaros, CA
5/23 Plaster City, CA
7/25-26 Los Sahuaros, CA
8/1-2 Los Sahuaros, CA
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Central California Dirt Track Series
4/19 Madera, CA
5/3 Madera, CA
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/18 Madera, CA
10/25 Madera, CA
Info: 209/661-0706

California Dirt Track Championship Series
7/11 Chowchilla, CA
7/18 Chowchilla, CA
7/25 Chowchilla, CA
8/1 Chowchilla, CA
8/8 Chowchilla, CA
8/15 Chowchilla, CA
Info: 209/661-0706

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
4/19 Lake Whitney, TX
5/3 Lake Bridgeport, TX
5/17 North Bryson, TX
5/31 Boars Nest-Jacksboro, TX
6/14 Terrell, OK
6/28 Fort Hood, TX
8/30 Penelope, TX
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
4/19 Alma, NE
5/3 North Platte, NE
5/24 McCook, NE
5/25 McCook, NE
5/31 Douglas, NE
6/7 Alma, NE
6/14 North Platte, NE
6/21 Stockton, KS
6/28 Friend, NE
7/12 Stockton, KS
7/19 Friend, NE
7/26 McCook, NE
8/2 Stockton, KS
8/9 North Platte, NE
8/16 Friend, NE
8/23 McCook, NE
8/30 Friend, NE
9/13 Stockton, KS
9/20 Alma, NE
9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

APRIL

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MAY

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31						

*Denotes Pro Payback

Apr 15-19
NEVADA MOTOCROSS - 27th annual NMA World Mini Grand Prix, Las Vegas Motor Speedway, Las Vegas. Info: 562/868-8112 or 909/657-6782.

Apr 17-19
CALIFORNIA ROADRACE - Vintage Road Race, Team Obsolete Promotions, Laguna Seca Raceway, Salinas. Info: 718/596-0504 or www.teamobsolete.com.

Apr 18-19
ALABAMA MOTOCROSS - AMA/Youth & Amateur, Loretta Lynn's Qualifier, Kilpatrick MX, Albertville. Info: 256/561-3495.

* ARIZONA MOTOCROSS - A/A Western Four-Stroke National, Speed World MX, Phoenix. Info: 602/849-1572.

* ARIZONA MOTOCROSS - Vet MX, Southwest Vet Championships, Speed World MX, Phoenix. Info: 602/849-1572.

CALIFORNIA ROAD RACING - WSMC/Willow Springs International Raceway, Rnd 4, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Club Moto, Livermore. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

* IDAHO MOTOCROSS - SIRA/EIMA, Idaho Fairgrounds, Rupert. Info: 208/436-7071.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga, Lorreta Lynn's Amateur National Qualifier, Binghamton. Info: 607/849-4438.

* OHIO MOTOCROSS - AMA/District 11 Mid-East Area Qualifier, Sunday Creek Raceway, Jacksonville. Info: 614/797-2413.

OKLAHOMA TRAIL RIDE - Oklahoma Dirt Riders, Campout/Trail Ride, Robbers Cave. Info: 405/769-3328 or 405/793-1547.

Sat, Apr 18
* ALABAMA MOTOCROSS - Gray's Ferry Motocross, Titus. Info: 334/567-5143 or 334/285-1355.

* CALIFORNIA SPEEDWAY - International Speedway Coors Light '98 Season Opener, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - Marysville Motocross Club, Night Race, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jps.net/motox.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 1, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

FLORIDA DIRT TRACK - FDTRA/Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* FLORIDA SUPERCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

GEORGIA OBSERVED TRIALS - STRA/Cleveland. Info: 423/942-8688 or trialwench@aol.com.

* GEORGIA MOTOCROSS - AMA, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* MISSOURI MOTOCROSS - Sprout Patch Competition Inc., Sprout Patch, Billings. Info: 417/744-2593.

* NORTH CAROLINA MOTOCROSS - East Bend MX, District 29, Night Race, East Bend. Info: 336/699-3629./

* SOUTH CAROLINA MOTOCROSS - The Money Pit, Yemassee. Info: 800/953-6607.

Sun, Apr 19
ARIZONA MOTOCROSS - Vintage MX, Southwest Vintage Championship, Speed World MX, Phoenix. Info: 602/966-0101.

CALIFORNIA DIRT TRACK - Central California Dirt Track Series, Cushion Short Track, open traction, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA MOTOCROSS - AHRMA/Vintage, Lemon Grove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA DIRT TRACK - Temecula Speedway, San Diego Flat Track Assoc. Inc. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC/Tri-Race Series, Los Angeles County Raceway. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

* CALIFORNIA MOTOCROSS - CMA/Pacific Coast Pro-Am Championships, Club Moto, Livermore. Info: 209/673-8080.

* CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, North, Rnd 5, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, San Marcos. Info: 714/957-2985.

* COLORADO MOTOCROSS - SRAC/Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

ILLINOIS ENDURO - Brushpoppers MC, Lyndon Road, Morrison. Info: 815/626-4756.

* KANSAS MOTOCROSS - Sunflower State Series, Dragon Creek MX, Lyndon. Info: 913/842-8272 or 913/828-3100.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Thorobred Series, Bluegrass Sports, Bluegrass MX Park, Clay City. Info: 606/744-5916.

MARYLAND MOTOCROSS - Antietam MC Club Inc., Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

* MARYLAND HARE SCRAMBLES - Ironman Hare Scramble Series, AMA, Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MASSACHUSETTS MOTORCYCLE SHOW - J&P Promotions, 5th annual MC Parts Extravaganza, Bayside Exposition Center, Hall D, Boston. Info: 319/462-6011.

MICHIGAN MOTORCYCLE SWAP MEET - Half Mile Cycle Race Corp., Michigan State Fairgrounds, Detroit. Info: 616/941-0815.

* MISSOURI MOTOCROSS - Midwest Spring MX Championship, Moto Sports Inc., Midwest Xtreme Park, Merwin. Info: 913/268-3955.

* MISSOURI SHORT TRACK - HLR Motorsports Inc., Moberly. Info: 660/263-4296.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Nasty Creek. Info: 417/537-8406.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEVADA MOTOCROSS - Nevada MX Development, Rnd 6, Stead Track, Reno. Info: 702/423-8226.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

OHIO HARE SCRAMBLES - Sunset Ramblers MC of Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - AMA/District 11, Sunday Creek Raceway, Jacksonville. Info: 614/797-2413.

* OHIO MOTOCROSS - MRA, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO or www.racemra.com.

* OHIO MOTOCROSS - CRA/Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

PENNSYLVANIA MOTOCROSS - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Spring Series, Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA SHORT TRACK - AMA/Districts 6 & 7, Baer Racing, Shippensburg Speedway, Shippensburg. Info: 717/796-0294.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

SOUTH CAROLINA MOTOCROSS - Hardeeville MX Racing, Hardeeville. Info: 912/748-6304.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Lake Whitney. Info: 817/685-8091 or dgdq32a@prodigy.com. or www.brit.com/~tccra/.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Mineola. Info: 903/768-2415.

* WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WASHINGTON MOTOCROSS - AMA/Loretta Lynn's Qualifier, Washougal MX Park, Washougal. Info: 541/673-1671.

Fri, Apr 24
* CALIFORNIA MOTOCROSS - Spring Series, K-B Promotions, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Apr 25-26
CALIFORNIA MOTOCROSS - International Old-Timers MX Association, Marysville, Riverfront Park, Marysville. Info: 408/379-4639.

CALIFORNIA POKER RUN - Hi Desert Charities, Bureau of Land Management, Barstow to Slash X Cafe, Barstow. Info: 760/252-3093.

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Madera. Info: 209/673-8080.

CALIFORNIA HARE AND HOUND - Viking MC, District 37, Lucerne Valley, Valencia. Info: 805/253-0440.

CALIFORNIA DUAL SPORT - Moose Anderson Days, Jawbone Canyon, Jawbone. Info: 760/373-1146.

NEW MEXICO MOTOCROSS - AMA, NMA Stock Qualifier at Moriarty. Info: 505/888-7312.

* VIRGINIA MOTOCROSS - AMA/District 13, Northeast Area Qualifier, Birchcreek Motorsports Park, Danville. Info: 804/724-4392.

Sat, Apr 25
* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA TT - Fresno MC, Caruthers Fairgrounds, Caruthers. Info: 209/435-2515.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardion. Info: 619/484-1441.

CALIFORNIA POKER RUN - Benefit Ride for Kids, Lee's Honda, Redding. Info: 800/542-9697.

* CALIFORNIA MOTOCROSS - Starwest Spring Night Series, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* GEORGIA SUPERCROSS - Wings & Wheels Southeastern Shoot-Out Supercross Series, Bremen Race Park, Bremen. Info: 770/941-8464.

* KENTUCKY MOTOCROSS - KTMXA, TK Raceway, Draffenville. Info: 502/527-5359 or elmf08a@prodigy.com.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - MRA, Delta Raceway, Day Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM.916 or www.teampromotion.com.

* SOUTH CAROLINA MOTOCROSS - Turkey Creek MX, Rnd 2, Edgefield. Info: 803/637-3020 or tcmx@aol.com.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Apr 26
* ALABAMA MOTOCROSS - Chandler Mountain MX, Steele. Info: 205/681-8317.

* ARIZONA MOTOCROSS - Cerbat Motorsport Club, Cerbat Motorsport Park, Kingman. Info: 520/757-7438.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

* CALIFORNIA MOTOCROSS - LGMX/Starwest MX Park, Rnd 4, Spring Series, Moreno Valley. Info: 805/521-0808.-

CALIFORNIA MOTOCROSS - CRC/Dunestown Race Series, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTORCYCLE SHOW - Pacific Coast Dream Machines, 8th annual outdoor MC Show, Half Moon Bay Airport, Half Moon Bay. Info: 650/726-2328.

* CALIFORNIA MOTOCROSS - CMMC/Wildcat Canyon Road, Ramona. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - GFI Winter Series North/South Showdown, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, USA Dual Sport Club, Jawbone Canyon, Cantil. Info: 818/348-7237.

* CALIFORNIA MOTOCROSS - CMC/NMA Ponca City Grand National MX Qualifier, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 1, Castaic Brick Spring Nationals, Sunrise Cycle Park, Adelanto. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA MOTOCROSS - Over the Hill Gang MX, Starwest, Moreno Valley. Info: 714/680-8643.

* COLORADO MOTOCROSS - RMXA/IMI Motorsports, Erie. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

COLORADO SUPERCROSS - SRAC/Colorado Motorsports Promotions, Denver. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS/Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* GEORGIA MOTOCROSS - AMA/Georgia Championship Series, Lazy River MX Ranch, Chatsworth. Info: 706/278-1620.

* GEORGIA MOTOCROSS - CRC/Camden Racing Complex, Woodbine. Info: 912/576-3000.

ILLINOIS POKER RUN - Ridgewood Cycle Association, Ryan's Pub, Frankfort. Info: 815/436-3396.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

MICHIGAN MOTORCYCLE SWAP MEET - Half Mile Motorcycle Race Corp., IMA Sports Arena, Flint. Info:

* MISSISSIPPI MOTOCROSS - MX 886, Rnd 2, Pontotoc. Info: 601/489-8316.

* MISSOURI MOTOCROSS - HLR Motorsports Inc., AMA/District 18, Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship, Bolivar Hare Scramble. Info: 417/537-8406.

* NEVADA MOTOCROSS - On Trac Events, CMC, Carson City Silver State Speedway, Carson City. Info: 702/267-4392.

* NEW JERSEY MOTOCROSS - 6th annual Thor/Parts Unlimited Sponsored Northeast Motocross Classic Series, Rnd 1, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - Yamaha Contingency, Claverack MX Track, Claverack. Info: 518/828-6149.

NEW YORK HARE SCRAMBLES - NETRA Championship Series, Tri-State MC, Lembo Lake Park, Modena. Info: 914/566-4956.

* NEW YORK GRAND PRIX - Eyeser Show Productions, Colden Lakes Resort, Heath Road, Colden. Info: 716/825-8720.

* NORTH CAROLINA MOTOCROSS - Dirt World Promotions, AMC, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO DIRT TRACK - AMA, CRE, Springfield. Info: 937/434-7750.

* OHIO MOTOCROSS - NMA Ponca City Qualifier, MRA, Delta Raceway, Day Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 614/596-2057.

* OHIO MOTOCROSS - Pro-Moto Promotions, Cincinnati. Info: 513/561-0469.

* OHIO HARE SCRAMBLES - Mansfield Motorcycle Club, Cookton Grange Road, Mansfield. Info: 419/774-0430.

* OKLAHOMA DIRT TRACK - Total Performance Racing, Tulsa Speedway, Tulsa. Info: 918/836-6999.

PENNSYLVANIA MOTOCROSS - Spring Series, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ROAD RACING - Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

TENNESSEE MOTOCROSS - KTMXA, TNT Motocross Park, Milan. Info: 901/987-9633.

VIRGINIA MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Wytheville. Info: 423/323-5497.

WEST VIRGINIA CROSS COUNTRY - Racer Productions Inc., Grand National Cross Country, Wilderness, Clarksburg. Info: 304/284-0084.

WEST VIRGINIA HILL CLIMB - Jack's Run Hillclimb, AMA, Ripley. Info: 304/372-2269

Fri, May 1

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

May 2-3

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series, Frazier Park, Info: 818/701-1913.

CALIFORNIA GRAND PRIX - CRC, District 37 Shamrock GP, Los Angeles County Raceway. Info: 805/272-8889.

TENNESSEE MOTOCROSS - Victory Sports, Serious Racewear Mega Series, Blountville. Info: 423/323-5497.

Sat, May 2

* CALIFORNIA MOTOCROSS - Marysville Motocross Club, Night Race, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jps.net/motox.

* CALIFORNIA MOTOCROSS - CMC Spring Series MX, Night Race, NMA, GNC Qualifier, Club Moto, Livermore. Info: 415/587-8678.

* CALIFORNIA SPEEDWAY - International Speedway, Ocean Spray/ Penhall Cup, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - Starwest Spring Night Series, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 2, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* FLORIDA SUPERCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* KENTUCKY SUPERCROSS - KTMXA, Murray Racetrack, Murray. Info: 502/753-6919 or 901/247-5277 or elmf08a@prodigy.com.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Day Race, Milan. Info: 734/439-7735 or 734/241-1600.

* NEW YORK MOTOCROSS - Loretta Lynn's Area Qualifier, Frozen Ocean MX Park, AMA, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

OHIO DIRT TRACK - AMA/Semi-Pro, Fast Track Racing, Summer Thunder Series, Van Wert County Fairgrounds, Van Wert. Info: 219/486-7172.

* OHIO MOTOCROSS - AMA/Vinton Motocross Park, McArthur. Info: 740/596-2057.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Harding's Park Cycle Night. Info: 330/262-4945.

Sun, May 3

* CALIFORNIA MOTOCROSS - LGMX/Final Round of Series, Lemongrove MX Park, Piru. Info: 805/521-0808.

CALIFORNIA DUAL SPORT RIDE - AMA/District 37, Cal Poly Penquins MC, University Lot H-12, San Luis Obispo. Info: 805/239-3688.

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

CALIFORNIA ENDURO - AMA/District 36, California Enduro Riders Association, Mace Mill staging area, Georgetown. Info: 510/454-9021.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Carnegie Cycle Park, Rnd 3, Tracy. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CRC, Dunestown Race Series, Edwards AFB, Los Angeles County Raceway. Info: 805/272-8889.

COLORADO MOTOCROSS - RMXA, Sweney Cycle Park, Brush. Info: 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Dixie MC Sports Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* IDAHO CROSS COUNTRY - Kendrick Trail Riders MC Club, Cross Country Race. Info: 208/743-0447 or 208/877-1561.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 18th annual Motorcycle Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* ILLINOIS DIRT TRACK - Pro-Am, AMA, Half Mile Dirt Track, Missouri Mules Motorcycle Club, Jerseyville. Info: 314/831-0977 or clax@inlink.com.

KENTUCKY MOTOCROSS - AMA, Thorobred Series, Bluegrass Sports, Bluegrass MX Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - KTMXA, ESP Sports, Apex Valley, White Plains. Info: 502/886-8564 or elmf08a@prodigy.com.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MICHIGAN MOTOCROSS - NMA Ponca City Qualifier, MRA, Milan Cycle City, Day Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship, Missouri Dirt Riders. Info: 417/537-8406.

* NEW YORK MOTOCROSS - Loretta Lynn's Area Qualifier, Frozen Ocean MX Park, AMA/CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

* OHIO HARE SCRAMBLES - CRA/Wagner Racing, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* OHIO MOTOCROSS - AMA/Vinton MX Park, McArthur. Info: 740/756-1267.

* OHIO MOTOCROSS - Kenworthy's GP Club Opening Day Grass Race, Troy. Info: 937/335-4763.

PENNSYLVANIA CHARITY RIDE - 11th annual Ride For Life, The York Harley-Davidson Plant, Eden Road, York. Info: 610/391-1977.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills, District 6, Championship Series Event, Clifford. Info: 717/222-9290.

* SOUTH CAROLINA MOTOCROSS - Hardeeville MX, Purrysburg Road, Hardeeville. Info: 912/748-6304.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, Mosier Valley USA, Arlington. Info: 214/351-9900.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, D&S Honda Kawasaki, Will Stidd/Lake Bridgeport. Info: 817/685-8091.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Mineola. Info: 903/768-2415.

VIRGINIA HARE SCRAMBLES - Virginia State Championship, Blue Ridge Cycle Club, City Reservoir, Martinsville. Info: 540/632-5931.

* WASHINGTON MOTOCROSS - AMA/Gold Star, Washougal MX Park, Washougal. Info: 541/673-1671.

* WYOMING MOTOCROSS - 10th round of the SRAC MX Series, Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436.

Fri, May 8

* CALIFORNIA SPEEDWAY - Fast Fridays, Night Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

May 9-10

CALIFORNIA MOTOCROSS - Pacific Coast Pro-Am Championship, Hollister. Info: 209/673-8080.

CALIFORNIA SCRAMBLES - Dual European Scrambles, Badgers MC, Red Mountain, Ridgecrest. Info: 805/242-2712.

* MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

Sat, May 9

* CALIFORNIA SPEEDWAY - International Speedway, Mothers Day Mayhem, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - Starwest Spring Night Series, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 3, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

* OHIO MOTOCROSS - MRA, Delta Raceway, Night Race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SUPERCROSS - AMA/Action Sports, Action Sports Center, Nelsonville. Info: 740/594-6686.

OHIO RUN TO THE WALL - Abate of Ohio Inc., Run To The Wall and Bike Blessing, Stafford Park, Maple Heights. Info: 216/425-7830 or 330/628-4575.

* OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350.

* UTAH HARE AND HOUND - Buzzards MC, Cherry Creek Area, Jericho. Info: 801/569-1998.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floy County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, May 10

* CALIFORNIA MOTOCROSS - CMC, Spring Classic, Argyll Park, Dixon. Info: 707/678-3592 or Http://www.jps.net/motox/argyll.htm.

COLORADO MOTOCROSS - RMXA, Aztec Family Raceway, Colorado Springs. Info: 719/473-6723.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

KENTUCKY MOTOCROSS - Victory Sports Racing, Serious Racewear Mega Series, London. Info: 423/323-5497.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

OHIO MOTOCROSS - Sunset Ramblers MC Club of Galion, Galion. Info: 419/562-6931.

* OHIO HARE SCRAMBLES - CRA/Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971.

* OHIO HARE SCRAMBLES - Action Sports Promotions, AMA, Action Sports Center, Nelsonville. Info: 740/594-6686.

* OHIO MOTOCROSS - Pro-Moto Promotions, Cincinnati. Info: 513/561-0469.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

TENNESSEE MOTOCROSS - Benifit Race for St. Jude's Children's Hospital, TNT MX Park, Milan. Info: 901/987-9633.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, 290 Motocross Park, Waller. Info: 214/351-9900.

* VIRGINIA MOTOCROSS - District 13, Side By Side Racing, AXO Day, Lake Sugar Tree, Axton. Info: 336/342-1037 or 336/342-9027.

May 15-16

IDAHO MOTOCROSS - International Old-Timers MX Association, Boise. Info: 208/467-3593.

Fri, May 15

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Night Race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* SOUTH CAROLINA HALF MILE - AMA/MARS Carolina H-D Dealers Association, Myrtle Beach. Info: 803/626-9455.

May 16-17

COLORADO MOTOCROSS - AMA/District 25, Loretta Lynn's Qualifier, High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

MARYLAND ROAD RACING - Eastern American Road Racing Association, Monrovia Raceway, Frederick. Info: 757/484-4688.

Sat, May 16

CALIFORNIA VINTAGE CYCLE RALLY - 30th anniversary Vintage Cycle Rally, Hanford. Info: 805/733-1137.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, 25-Lap Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - Starwest Spring Night Series, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - Over The Hill Gang MX Race, Castaic. Info: 714/680-8643.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697 or Http://Homepage.USR.com/D/Dadecity.

ILLINOIS DIRT TRACK - Prairie Thunder MC, AMA/District 17, Menard County Fairgrounds, Petersburg. Info: 217/632-3857 or McDevitt4@Juno.com.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga, Binghamton. Info: 607/849-4438.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - MRA, Delta Raceway, Night Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA/Competition Riders of America, Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

Sun, May 17

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

CALIFORNIA DUAL SPORT - Chaparrals MC, Jawbone Canyon/Piute Mountains Start/Finish, Jawbone Store, near Mojave. Info: 562/804-4071.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue. **FAX - 714-436-9574**

Event date:_____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club:_____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): ( )_____

Website Address/URL: _____

Your name: _____

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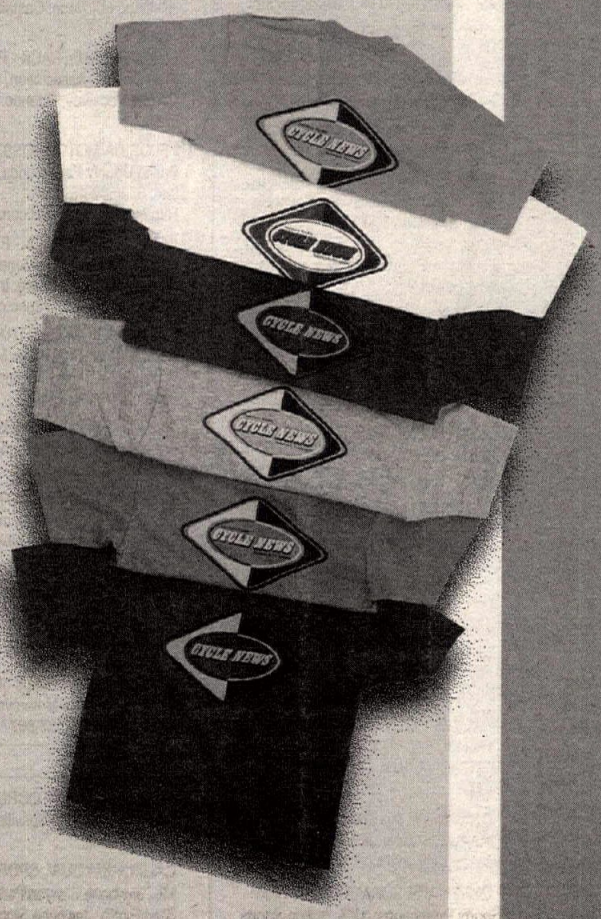

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WANT ADS

HELP WANTED

Motorcycle Technician

Are you tired of working for peanuts? Honda Peninsula/Ducati has a full time opening for an experienced tech. Work for a hourly wage plus commission with a full benefit package, including a 401k program. Call Mike at (408)245-7840, ext. 213. CA.

BELL COUNTY HARLEY-DAVIDSON Seeks experienced Harley-Davidson Technician. Must be energetic, motivated with 3-5 years in dealership experience. Excellent pay with full benefits. BCHD located in Central Texas is a performance work headquarters with a complete machine shop and dynomometer. Fax resume to Troy at (254)680-4764. TX.

Sales Person Wanted

Busy So. California dealership needs experienced sales person immediately. We sell Honda / Kawasaki / Sea-Doo and need an enthusiastic sales person to enhance our current staff. Come and show us what you've got. Call Doug Slumskie (562)531-1225 for an interview. CA.

Parts Manager

Central California largest dealer is looking for the best! Ten minutes from Laguna Seca. Lightspeed and Lemco training a big plus. Great opportunity for a top performer. Please call (408)442-3517. CA.

Do You Know Desmo?

Competition Accessories is searching for a certified Ducati mechanic. We'll pay you what you're worth, plus a bonus: you get to work in low-pressure Springfield, Ohio. Call (800)543-3535 and let Dan Bales, our Service Manager, ask you a few questions. OH.

Sales Reps Wanted

Datatag North America is hiring independent sales reps. Sell the best motorcycle theft deterrent on the market! A guaranteed product and supported by nation wide advertising. Territories throughout the United States are currently available. Fax resume (303)651-1446 or Phone (888)DATATAG. Attn: Ken Humphreys. CO.

Sales Person Needed

Do you eat, breathe and live M/C, PWC, ATV's? Then come and feast with us at a 20 yr. plus powerhouse dealership. Biggest sellers, highest grosses, hands on training. Whittier Fun Center (562)945-3494 ext. 14. CA.

Service Tech / Service Mgr

Established Suzuki dealership needs experienced, career minded Mechanic and Service Manager - Now! 5 day work week, benefits. (310)306-8595. CA.

Mechanic

Expanding service department - opening for one Technician. Experienced in Honda, Yamaha, Kawasaki, Suzuki. Salary and commissions. $20 per hour plus. Small town, low rent, affordable homes, year round riding, Send resumes to Hutchin's Motorsports 55405 29 Palms Hwy., Yucca Valley, CA 92284. CA.

Sunny Las Vegas

Experience only Service Tech needed. Large Yamaha, Polaris dealership needs full time Tech. Work year round. Call for more info. (702)221-9762, ask for John. NV.

Assistant Sales Mgr./Mgr. Trainee

Experience pays - Our world class sales dept. is accepting applications for Asst. Sales Mgr., Sales Mgr. Trainee. If you're a sales person looking to move up, there's no better place to be than....Whittier Fun Center (562)945-3494 ext 14. CA.

Parts Counter Person

Experience preferred, will train right person. Contact Mo at Long Beach Motorsports. (562)427-2779. CA.

Tech Wanted

Experienced Technician needed at Ride West BMW - Franchised dealer with booming business. BMW experience helpful, not mandatory. Excellent pay and join our fantastic crew in Seattle. Call (206)527-5511 or Fax resume (206)522-5369. WA.

H-D Technicians

F&S in Dayton, OH requires Technicians for our full service Harley-Davidson service department. Nations best parts support, top pay, paid benefits, air conditioned shop, top working conditions. Call Brian at (800)783-2222. OH.

Warm And Friendly Atlanta

Great opportunities at Georgia's largest dealer. Street, dirt and water. All major franchises. Great pay for experienced technicians and eager trainees. Call now (770)425-4000, ext. 238 - ask for Dave Martinez. GA.

Sales / Tech Positions

High volume dealer. Excellent pay, good benefits. Suzuki / Polaris / Arctic - M/C, PWC, ATV. (281)332-9673. Johnson Space Center Location. TX.

2 Technician Positions

Hiring 2 experienced full time Kawasaki / Suzuki / Yamaha and P.W.C. Techs. Highest hourly rate paid in Atlanta. Hospitalization and vacation. Plenty of work. Call Bob or Steve (770)941-9050. GA.

Motorcycle/Sea-Doo Sales

Large 5-line dealer has openings for quality Sales pros. Benefits, 401k. Join our team. Ask for Paul or Mark. (213)466-7191. CA.

Service Manager

Large mid-west multi-line dealership looking for a professional upbeat Service Manager. Must have excellent communication skills and extensive knowledge of the service industry. Please send resume and salary requirements to: Division B, P.O. Box 5084, Costa Mesa, CA 92628-5084. CA.

Tech-So. Florida $2,000 Sign-On Bonus!!

Large multi-line dealership in need of experienced Technicians. Outstanding compensation for truely talented (both quality and speed) individuals. Contact Bill Tuers at (305)654-8874 or Fax resume (305)654-0558. FL.

H-D Mechanics And Technicians

Looking for future advancement. Call Ken McCoy (800)236-1729. McCoy's H-D US41, Green Bay, WI, 54303.

Mechanic - Snowmobile,

M/C, ATV, PWC Dealer in Washington's Cascade Mountains needs full time qualified person. Call (509)649-2259 or Fax (509)649-2419. WA.

Malcolm Smith Motorcycles

MSM is now accepting applications for a Service Advisor and Technician. Preferred to have experience with motorcycles or watercraft, but will train right persons. Contact Myke at (909)687-1300 or fax resume to (909)687-3819. CA.

High Volume Dealership in Sunny, FL

Needs aggressive, enthusiastic people for all departments - Sales, Service, and Parts. Generous commission, full benefits, great work environment. Mail or fax resume to Lee: Fax (813)246-4670 - 9820 Adamo Dr., Tampa, FL 33619. (813)628-9418. FL.

Service Technician

New multi-line dealer in Indianapolis. European Bike experience desired, but not required. Upbeat, team atmosphere. Good pay, benefits. Exciting opportunity for the right person. Call (765)620-2010 or Fax resume to (765)643-2206. IN.

Sales Person Wanted

Northern California #1 selling Honda dealer seeks experienced sales professional with future management potential to continue our long term growth plans. Prefer previous volume m/c experience. Negotiable pay scale with benefits, based on applicants experience. Relocation expenses available if necessary. Fax resume to Joe at (408)263-2915 or call (800)734-2639. CA.

Parts Manager

Parts Manager position available at the Northwest newest and finest motorsports dealership. Excellent compensation and benefits package. Yamaha, Sea-Doo Parts and Lightspeed knowledge a plus. Send resume to 3013 G.S. Center Rd., Wenatchee, WA 98801.

2 Positions Open

Parts Person: Computer experinece a plus. Service Technician: For the repair and maintenance of PWC and Motorcycle (Harley-Davidson experience preferred). Appearance and a good attitude a must. Full benefits. Live in a beautiful desert resort less than one mile from the lake. Please call Tony or Walt (520)855-5019. Lake Havasu, AZ.

$1,000 Reward - Atlanta Parts Manager

Payable 30 days after successful employment of a proven winner. Growing into our 27th year, we are looking for applicants with 2 plus years multi-line experience. Extensive Lightspeed and mechanizing skills a plus. An enthusiast who is hard working, highly organized and personable will find this position highly rewarding and enjoyable. We offer salary plus commissions, profit sharing, paid vacation, employee purchase plans and more. Contact Bo Bobbitt, Cycle Specialty, Fayetteville, GA. (770)461-3541 or Fax (770)461-9168. GA.

Service Manager

Central California largest dealer is looking for the best! Ten minutes from Laguna Seca. Lightspeed and Lemco training a big plus. Great opportunity for a top performer. Please call (408)442-3517. CA.

Sales Technician

Performance Machine, Inc. is looking for motivated and knowledgeable phone service technicians to join our sales team. Put your years of riding and bench racing to use working for a company that manufactures the best wheels and brakes in the motorcycle industry. Be a part of our winning team. We need your motorcycle knowledge! This position is full time, Monday through Friday with a full benefits package. Mail or fax resume to our beautiful new location, 6892 Marlin Circle, La Palma, CA 90623 - Attn: Human Resources, Fax (714)523-3007 or Call Human Resources (714)228-8405. Or come see us in person and fill out an application. CA.

Service Tech/Sales/Parts

Saugus Suzuki/Kawasaki is looking for experienced people to join the family, both in watercraft and motorcycles. Great area to work and live in. Please call Ali (805)254-2929 or Fax (805)254-5926. CA.

Service Technician/Mechanic

Seeking full time, career minded individuals. Salary negotiable. Contact Don at Bentley's Yamaha, Suzuki, Polaris (724)325-2344 or Fax resume to (724)733-3826. PA.

Motorcycle Tech

West Coast Central Florida expanding dealership is seeking top mechanic for all top brands. $30,000 plus guaranteed. Self starter with tools. Fax resume to: (813)978-0062. FL.

Malcolm Smith Motorcycles

Seeks a top Motorcycle, ATV, Watercraft salesperson who is dissatisfied with the opportunities available with their current employer. If you have a winning track record, are intensely competitive, and are driven by an internal need for greater authority and responsibility, you may be the individual we are seeking. We are an aggressive, demanding, performance -oriented firm. If you thrive on challenge, possess high energy, and committed to hard work and want to be paid based upon performance, fax or send your resume to: Malcolm Smith Motorsports, 7563 Indiana Ave., Riverside, CA 92504. Fax (909)354-2534. Competitive Only Need Apply! CA.

Technicians/Sales/Parts

State -of -the -art Honda, Suzuki dealership in beautiful North Carolina needs qualified team players - experience and excellent attitude a must! Competitive pay, and benefits. Fax cover letter and resume, Attn: G.M. (704)889-3501. NC.

Roswell Fun Machines

Technician and Service Manager. Multi line dealership offering benefits, good pay, air cond., enthusiast oriented, in house dyno. Come join our team. Fax resume (770)442-9388 or Call Bob Hartman (770)442-8460. GA.

Sales

Wanted: Motorcycle, Watercraft, Snowmobile and ATV enthusiast. Illinois' #1 Yamaha Super Store has immediate openings in our Sales, Parts and Service departments. These are full time, year round positions. Experience is preferred, but we will train the right person. Our business is selling fun...So please - upbeat, ambitious team players only need apply. Fax resume to (708)246-4034 or Stop in and pick up an application. Highlands Yamaha, 5320 E. Avenue, Countryside, IL 60525.

Technician / Parts Person

Wanted: One experienced H-D Technician and one experienced Parts Person. Professional, progressive H-D, Buell, Ducati dealer seeks above to live and work in beautiful Western Montana. Contact Bill Vetter at (800)431-2453. MT.

Customer Service / Tech

We need a Motorcycle / Powersport Tech to provide tech support to customers and consumers. Heavy phones and excellent customer service skills. Tech knowledge of motorcycles, ATV's, watercraft and other powersports. Multi-tasker with excellent verbal and written communication skills. 1-2 yrs. experience in motorcycle / powersport industry. Knowledge of windows 95. Send resumes to K&N Engineering, Inc., P.O. Box 1329, Riverside, CA 92502, Attn: Human Resources Dept. or Fax resume to (909)680-9461. CA.

American Suzuki
Motorcycle Service Representative

We're seeking a self-motivated individual to fill a Service Representative position. This job requires extensive overnight field travel assisting our dealers with their service needs. To qualify you must be a stong communicator, like to help people, and have a very strong technical background and Service Management experience. Suzuki knowledge is preferred, but not required. We offer an attractive starting salary, company van, expense account, thorough training program and other excellent benefits. Present territory opening includes the New England area. Applicants are also encouraged to apply for future openings in other territories around the country. Resumes should include a personally hand written cover letter along with salary history. Please reply to: American Suzuki Motor Corporation, 3251 E. Imperial Hwy., Brea, CA 92621 - Attn: Human Resources - Dept. MN. No Phone Calls Please. CA.

Technicians Wanted

Work in the newest and finest motorsports dealership in the Northwest. Knowledge of Yamaha, Honda, Sea-Doo preferred and others a plus. Excellent compensation and benefits package. Send resume to 3013 G.S. Center Rd., Wenatchee, WA 98801. Help to relocate for qualified applicant. WA.

POSITION WANTED

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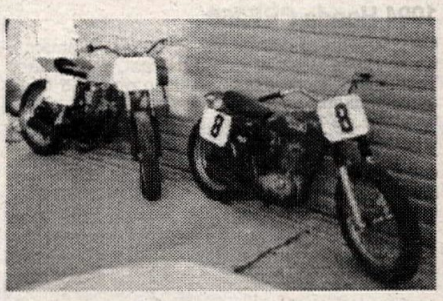

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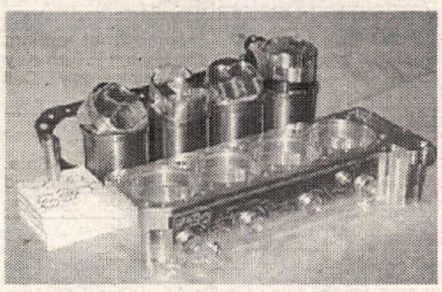

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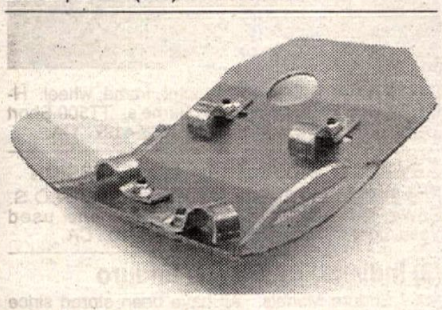

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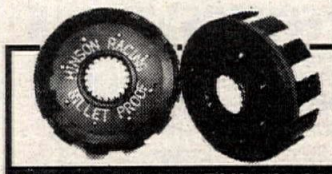
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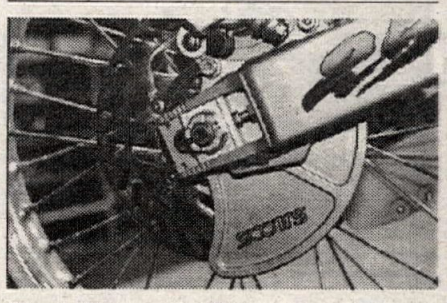

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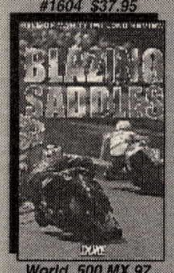

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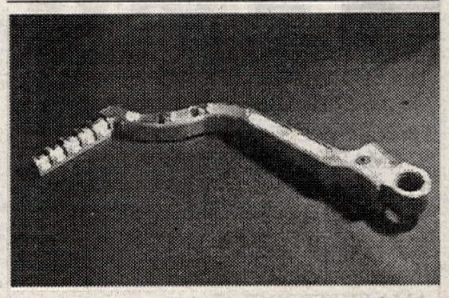

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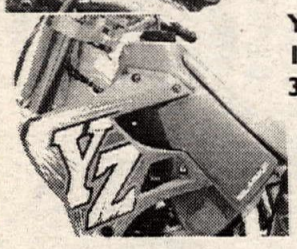

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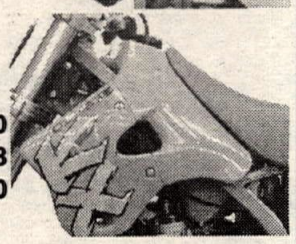

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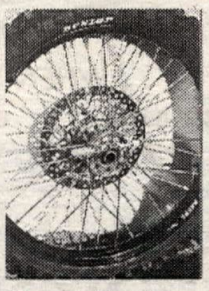

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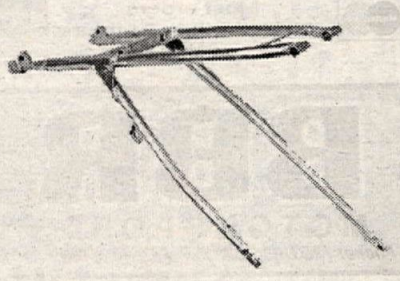

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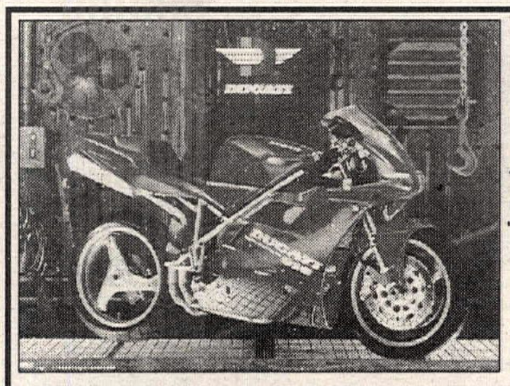

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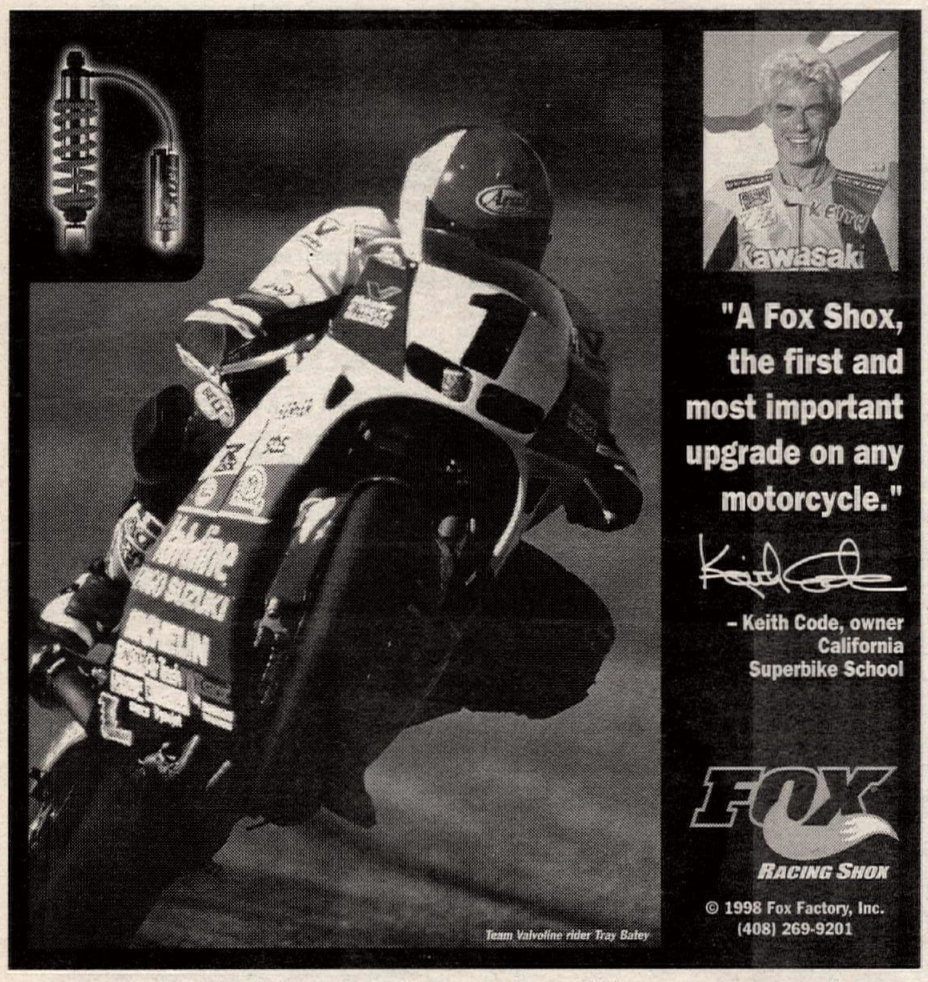

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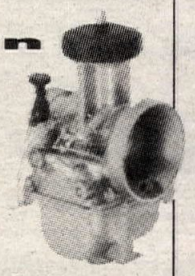

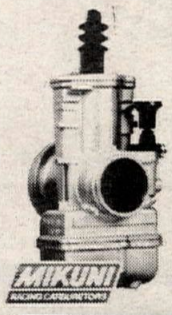

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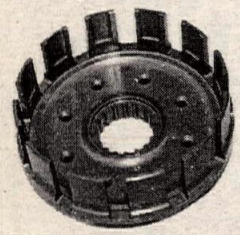

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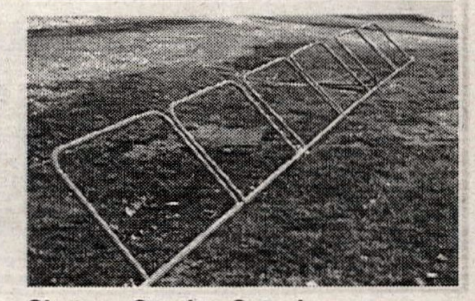

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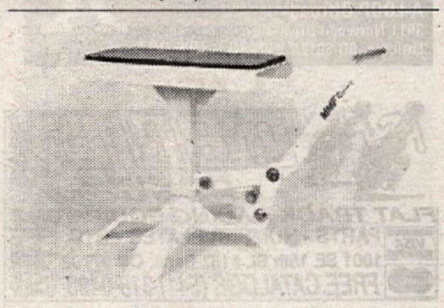

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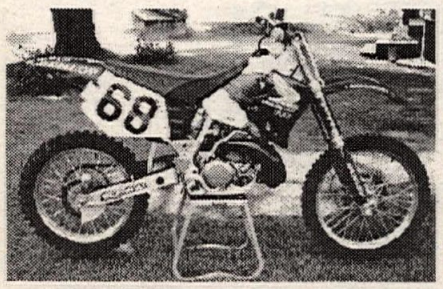

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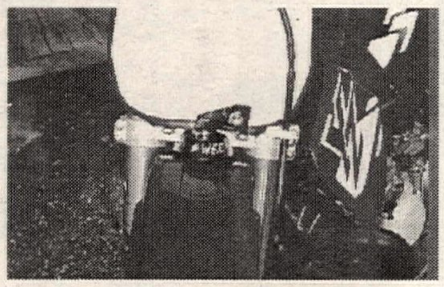

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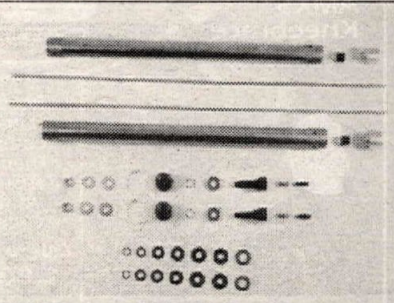

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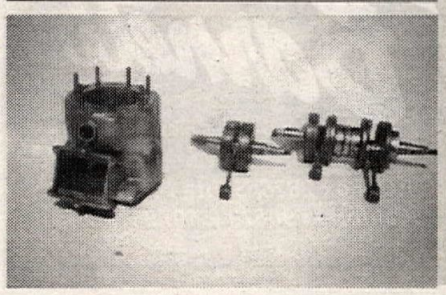

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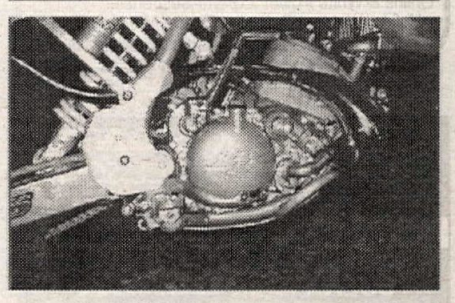

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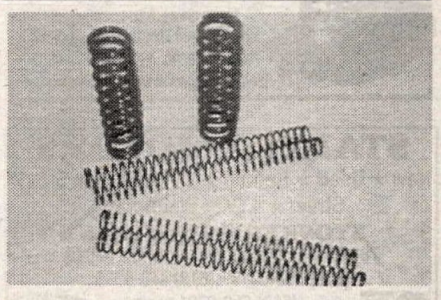

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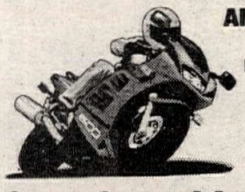

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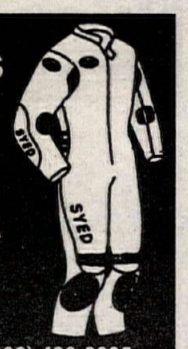

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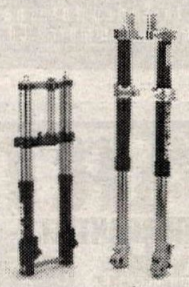

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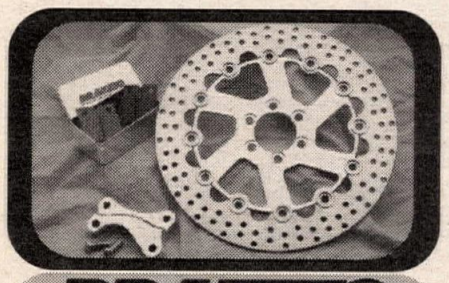
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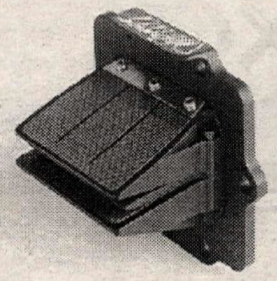

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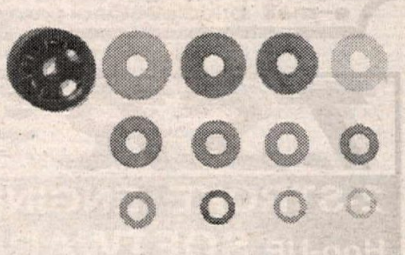

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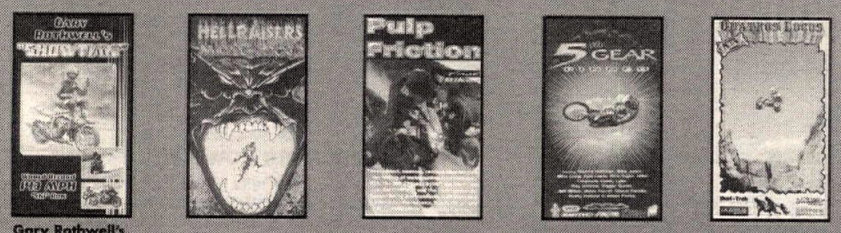
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CHICANERY

BY HENNY RAY ABRAMS

The call from the bossman comes in late on a lazy Friday afternoon, the beginning of the Easter/Passover weekend, a time when no one wants to work, especially me, but he wants to work even less and he's the bossman, so my weekend's shot - not that he's going to let it affect his suntan, putting stroke, or doggy paddle.

"Can you come up with a column by Monday? If I read one more column comparing Supercross to NASCAR I'm going to puke in my snorkel."

"If you do, make sure you get a picture," I asked.

His instructions were succinct: "Write about almost anything. Listen, you took a run at all the teams except Kawasaki in your last one. Now it's their turn."

"Any ideas, Chester?"

"I don't know, I'm going on vacation. I don't want to think about it. That's why I called you, remember? How about... how about a column on Muzzy's mustache?"

"Let me get this straight: You want 1300 words on Rob Muzzy's mustache by Monday? Now, you may think it's silly, but it's really not that silly to have a mustache wide enough for a flock of sea gulls to perch on. Sure I'll write it, but before you go, one more thing: You might want to start cleaning out your desk. It'll save you time on Tuesday."

Note to readers: I don't know how long this is going to be, but you can tell a lot about the writer by the bottom of this page. If the "Looking Back" section runs the covers of the flashback issues, like the one you'll see next year at Daytona, the 13 Years Ago Flashback - the one that'll say, "Fresh from becoming the first rider in history to win the 250cc and 500cc World Championships, Freddie Spencer gets his year off to a really, really crummy start when he gets dorked by Cary Andrews in the 1986 Daytona 200" - it means the guy who wrote the column came up short and they needed to fill the space with copies of the covers. I'm guessing there will be four or five covers at the bottom of this one.

I have two choices: I can either await inspiration from my Muse or practice the time-honored art of environmental writing, recycling old crap from the past. Sounds like Plan B.

If you're going for the minimalist approach - least thought, most response - you can't go wrong with Harley. Until this year, that is. The way Pascal Picotte rode at Daytona should go a long way toward silencing the critics. Granted, he didn't finish, but it was faulty pit work that stopped him, not mechanical mediocrity. For the rest of the AMA calendar, he won't have to worry about pit stops; at least he shouldn't. In any case, for once my angle was less racing-specific, more general.

What made me think about Harley was a joke I recently e-mailed to a friend living in Tokyo who, because of the usurious rates for parts and labor, is the proud owner of an H-D Fat Girl (that's a Fat Boy without a rod). He said he'd heard the joke a thousand times. It was new to me. Here it is: What's the difference between a Harley and a Hoover vacuum cleaner?

The location of the dirt bag.

It was told to me by an Australian of just slightly less than average height. The editor of this newspaper is an Australian of just slightly less than average height.

(Editor's note: It wasn't me. Honest, Mr. Schiebe, you gotta believe me, it wasn't me. I swear. I love Harley. The thing I most look forward to hearing in life is... let me start over: The thing I most look forward to hearing is my son's name in the San Diego Padres starting lineup on Opening Day, 2016. The second-greatest pleasure I would get would be hearing a priest ask our daughter if she "would take Skull - just Skull, no last name - to be her lawful wedded husband, in sickness and in health, for richer or poorer, until he violates his parole...")

That got me to thinking that there must be more humor out there just waiting to be mined. So here's the deal: Send in your favorite motorcycle-related joke to the editor. It'll save him the trouble of calling me again next Friday, and it will also provide limitless mirth to your many fellow readers. The winner will probably get something. One caveat: You cannot just stick a motorcyclist in some lame old joke you heard years ago. If the joke begins, "A priest, a Brahman, and a rabbi on a V-Max are stuck in a lifeboat," it'll get tossed. No way a life raft could hold a V-Max.

My original idea when the bossman called me was this: Eating dinner in Japan is expensive, unless you eat with John Kocinski; then it's really expensive.

It was the Thursday night of the season-opening Japanese Grand Prix at Suzuka, when Michael Scott, Motocourse editor and *Cycle News* GP correspondent, and I spotted JK talking to fellow 250cc World Champion Max Biaggi a few tables away.

"You know," I warned Mike, "if we get his attention, he's ours for good." Sure enough, within minutes he'd settled in for the night. Not that that's necessarily a bad thing.

What journalists crave most in the never-ending quest for truth, accuracy, and service to the reader, is information - scads of information, nothing too trivial. Actually, that's a lie. What we crave most is free crap: T-shirts, hats, belt buckles, key fobs, lighters, stickers... nothing's too insignificant. Note to OEMs: An embroidered letterman's jacket will go a long way toward masking the handling deficiencies of your latest wobbler. But you knew that. An old news photographer friend in New York City made a name for himself as a press-conference whore. "I'll take one of those. What is it?"

So the second-most-important asset to a journalist is being able to bathe in the fountain of knowledge, experience and wisdom that the best riders possess. Which means that, even though we might end up paying out the blind spot, we would be enlightened. For instance, did you know that JK hates the individual faucets that are common in Europe? Can't stand 'em. Must have mixer faucets. And he owns nothing. He did say that he wants to finish his career in the United States. Surely inside information like that is worth something.

When it came time to pay, I suggested we split it three ways. But JK decided it'd be easier if we each paid our own. So we go to the cashier, he forages through the seven or eight slips of paper that the incredibly efficient waitstaff generated from our modest meal and spots most of what's his - most, not all - pays it, says his good-nights and splits. Mike and I split the rest.

For a bowl of lasagna the size of a knee puck, two Cokes and a small green salad, I end up paying forty bucks. Even in Japan that's hard to do. And Mike's was worse.

We weren't sure what JK forgot to pay for. Might have been the chunks of Parmesan, might have been the breadsticks. Who knows? I'm sure he didn't mean to stiff us. But what I got out of it was this: It helped me understand his race performance that Sunday.

I'm sure he didn't mean to jump the start and get a stop-and-go penalty. And I'm sure that he didn't mean to speed down the pit lane when he came in to serve his penalty, incurring a second penalty. Just an oversight. So it was a small price to pay.

What I don't want to do is give the impression that all World Champions are given to such oversight. At Daytona this year I had the pleasure of having dinner with Kenny Roberts; his lovely girlfriend, Rita; the CN editor; and the editor's dad, Kel Carruthers, the man responsible for nearly all of the King's successes, who now works his magic at Chaparral Yamaha.

After a wonderful meal at a rib joint in Ormond Beach, the King gladly picked up the tab.

"I may not have much money left, but I've got enough to buy you dinner," he told Kel after enlightening us with an inventory of the shortcomings of the Modenas KR3 and how they'd be resolved. (Money - lots of it.) I thought it was a very generous gesture.

But, as any of his friends will tell you, if you've got to listen to two hours of KR's crap, you ought to get something out of it.

CN

LOOKING BACK...

30 YEARS AGO... MAY 9, 1968

This was our special **"Show Guide Issue,"** pressed in anticipation of the upcoming fifth annual Cycle World Motorcycle and Custom Car Show at the Los Angeles Sports Arena... An item in the **"Legislative Notebook"** section of the paper discussed the California State Assembly's meeting with the Hell's Angels and the United Motorcycle Enthusiasts, as the latter two groups made their case against mandatory helmet laws... The female model was en vogue in motorcycle advertising. Both **BSA** and **Suzuki** featured them in ad campaigns... The **Bonanza Hare & Hound** north of Reno, Nevada, drew 235 riders... Despite having his left arm in a cast, little **Mike Kidd** smoked the big boys at round two of the Texas Road Racing circuit's events, in San Angelo... Both Daytona 200 winner **Cal Rayborn** and his tuner **Len Andres** were interviewed... We ran a feature on the **Trailblazers dinner,** an annual function that continues to this day.

20 YEARS AGO... APRIL 26, 1978

Team Yamaha dominated again at round two of the AMA/Mr. Pibb 125/250cc National Championship Series. **Bob Hannah** and **Broc Glover** were unstoppable, grabbing the overall victories in the 250cc and 125cc classes for the second event in a row... **Larry Roeseler** and **Jack Johnson** teamed up and piloted their Husqvarna 390 to the overall win at the Las Vegas 400... **Gary Fisher** was interviewed, the former dirt track and factory road racing pilot attempting to make a comeback to Superbike racing with Team Yoshimura after sitting out the entire 1977 season... After finishing second to **Kenny Roberts** at Daytona three weeks before, **Johnny Cecotto** (Yam) won the Imola 200 F-750 World Championship Series race in Italy... We tested Turbo Cycle Corporation's **Kawasaki ZR-1 TC**. The huffed 1000cc machine screamed through the quarter mile in under 11 seconds... We profiled **Debbie Evans**, the first woman to hold an Expert classification in observed trials.

10 YEARS AGO... APRIL 20, 1988

The American boys did their home country proud during the U.S. GP at Laguna Seca Raceway. **Eddie Lawson** (Yam) won the 500cc class, and **Jimmy Filice** (Hon) won his first-ever GP when he topped the 250cc class... The team of **Danny LaPorte** and **Randy Morales** (Kaw) was credited with the overall win at the SCORE Great Mojave 250 after the team of **Dan Smith** and **Garth Sweetland** (Hus) was disqualified for a course-cutting infraction... **Ricky Johnson** (Hon) swept both mains of the AMA/Coors Supercross Series double-header in the Pontiac Silverdome... We tested the constantly evolving **Kawasaki KDX200**... **Jean-Michel Bayle** (Hon) swept the Italian GP opener for the World Championship 125cc Motocross Series. CN

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